





A. S. WATSON  
& CO., LTD.

ESTABLISHED A.D. 1811.

WINE &amp; SPIRIT MERCHANTS.

SCOTCH  
WHISKY.Per Case Per  
of 1 Doz. Bot.

|                                                                   |        |       |
|-------------------------------------------------------------------|--------|-------|
| A. THORNE'S BLEND ...                                             | £17.50 | 15.50 |
| B. WATSON'S GLENROCHY,<br>Choice Mellow Blend                     | 18.25  | 15.50 |
| C. WATSON'S ABBELOU,<br>GLENLIVET (Peat<br>Whisky)                | 19.50  | 16.50 |
| THORNE'S OLD VAT No. 4,<br>as supplied to the House of<br>Commons | 21.00  | 18.00 |
| E. WATSON'S VERY OLD<br>LIQUEUR SCOTCH<br>WHISKY                  | 22.50  | 19.00 |
| "KILTY" LIQUEUR WHISKY,<br>Great Age, Very Fine                   | 38.00  | 3.25  |
| V.B.O. WHISKY                                                     | 22.00  | 18.50 |
| THORNE'S OLD HIGHLAND<br>MALT                                     | 23.50  | 20.00 |
| WATSON'S OLD BLENDED<br>GLENLIVET                                 | 23.50  | 20.00 |

OTHER WELL-KNOWN BRANDS SUPPLIED TO  
ORDER.

Our Celebrated E very old  
Liqueur Scotch Whisky is a  
blend of the best Pot Distilled  
Scotch Whiskies. It is of  
great age, very fine, and  
mellow. Its superior quality  
has established its reputation  
as THE LEADING SCOTCH  
WHISKY IN THE EAST.

A. S. WATSON & CO.  
LIMITED,

ALEXANDRA BUILDINGS.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the  
news column should be addressed to Tan  
Barton.

Correspondents must forward their  
names and addresses with communica-  
tions addressed to the Editor, not for  
publication but as evidence of good faith.

All letters for publication should be  
written on one side of paper only.

No anonymous signed communica-  
tions that have already appeared in  
other papers will be inserted.

Orders for extra copies of DAILY PRESS  
should be sent before 11 a.m. on day of  
publication. After that hour the supply  
is limited. Only supply for cash.

Telegraphic address: PANGE.  
Cable: A.B.O. 5th Ed. Lieber.  
P. O. Box, 24. Telephone No. 18.

HONGKONG OFFICE: 10A, DES VOUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, APRIL 1st, 1913.

The delicate situation in the Balkans has been handled hitherto with remarkable success by the Powers, who, despite the hopes and fears of interested parties, have maintained the European Concert with dignity and discretion. Many awkward situations and unexpected difficulties have arisen to prove the value of the Concert, and the Balkan War, instead of demonstrating divergences between the Powers, has shown their unanimity, and the peace of Europe has certainly not been endangered to the extent that many predicted. Having seen so many difficulties overcome, and so many crises met, it might seem somewhat illogical, and perhaps unduly pessimistic, to indulge in grave fears or alarms as to what is to happen if the Balkan States refuse, as they threaten, to act upon the decision of the Powers with regard to the conduct of the war, and with regard to the delimitation of territory which has passed from under the active sovereignty of the SUBJAN of Turkey. The Allies, it is understood, are dissatisfied with the proposals of the Powers, which they regard as ignoring their victories, and Montenegro, which has always been somewhat of a firebrand, has actually gone so far as to disregard the demand of the Powers to abandon the siege of Skutari. Needless to say, that represents a very serious state of affairs, and one which cannot be regarded with equanimity by the friends of peace in Europe or by the well-wishers of the Balkan States themselves.

It may be argued that the Powers are presuming too much upon their position of advisers in seeking to interfere as they are doing with the belligerents, and it may be contended that the Allies should be allowed to conduct the war and the subsequent peace negotiations in their own way. In fact, it may even be asked, what precedent is supplied by history for outlooking countries to interfere in this way? On the surface, it might seem that the Powers were allocating too much to themselves to regulate this war by their own ideas; but a little reflection will prove that is not so, and that the Powers are only acting in accordance with duties and obligations with which they charged themselves by the Treaty of Berlin in 1878. The Powers at the Conference in Berlin created Bulgaria into an autonomous Principality, tributary to the SUBJAN. Under the same auspices the new province of Eastern Roumelia was created, partially autonomous. Serbia and Montenegro were given their independence by the same authority, while Bosnia and Herzegovina were placed under the administration of Austria-Hungary, though nominally forming part of the Ottoman Empire. Under that Treaty the Powers in a measure made themselves responsible for the good conduct of the new Principalities and States and were in duty bound to preserve the terms of the contract. Bulgaria, a few years ago, threw off the Turkish suzerainty and declared itself an independent Kingdom. At the same time Bosnia and Herzegovina were annexed by Austria-Hungary. Some fifteen years prior to that, the province of Eastern Roumelia became incorporated with Bulgaria. All these proceedings were so many violations of the Treaty of Berlin. The explanation may be that they were natural developments and ought to have been anticipated by the Powers. At any rate, the Powers apparently accepted the view that they were natural developments, and the results were recognised by Europe. But having permitted Turkey to be flouted by former appanages, and even permitting her to suffer further from their united hands for delaying reforms long agitated for in Macedonia and elsewhere, it has to be conceded that the Powers have been fairly indulgent to the Allies who, in their flush of victory, are apt to overlook interests other than their own. After all, the Powers cannot but feel they have a duty to discharge to unfortunate, misguided Turkey, and in bringing the parties to terms they are only discharging the obligations which they took upon themselves when those separate States were created. They have a further duty to discharge towards Europe and towards the world: it is their duty to localise the war and to prevent a rupture between the greater nations. The latter is of even more importance than the securing of reforms in the provinces which are now lost to Turkey, and the Allies will doubtless come to see this when their passions are cooled and their judgment less biased, so that the armed intervention of the Powers, which would be a calamity, will not become a necessity.

It is announced that Mr. G. A. Caldwell, who for the past few months has been acting as Secretary to the Hongkong and Whampoa Dock Co., Ltd., has now been appointed to the substantive post.

Four armed men entered a house in Wongneicheong on Sunday night and after holding up the inmates proceeded to ransack the premises. They were, however, alarmed by the cries of "save life" from the occupier and his wife and ran off, leaving on the way a clock. Nothing of value was taken from the house.

The health return for last week is noteworthy for three fatal cases of plague and five fatal cases of cholera (imported). In both instances the victims were all Chinese. Diphtheria claimed ten cases, eight of whom were Chinese, one German and one Portuguese, and of these, four died. There were eight cases of small-pox, all Chinese, five proving fatal, and two cases of enteric fever were also reported.

We direct attention to the alterations in the time-table of the Peak Tram, which come into force to-day. The alterations are in the night cars. The 8.45 car is to start in future at 8.50, a change which does not appear to meet with approval for the reason that it is impossible for residents on the Peak to be punctual in keeping appointments in town fixed for 9 o'clock. Between 9.30 and 11 p.m. the cars are to run every half-hour and between 11 p.m. and 11.45 p.m. every quarter of an hour. The 11.45 car with a midnight car on Saturdays are additions that will be welcomed.

Mr. E. T. Williams, at the Y.M.C.A. rooms, last night, gave an interesting descriptive lecture on Japan, illustrated by some excellent slides.

Inspector Lawrence, of the Royal Naval Police, who is retiring after fourteen years' service, was entertained at a dinner given by the Naval Police and was presented with a photograph in a blackwood frame with an inscription in gold, together with an illuminated address and several useful articles. Felicitous speeches and songs were the order of the evening.

At the Astor House Hotel, Shanghai, last week Mr. Alec Taylor met Mr. R. C. Barlow in a billiard match of 800 points up, the amateur receiving 400 points. At his first visit to the table, Mr. Barlow having given a safety miss, Taylor made a break of 136, by good all round play. Later in the game, Taylor made breaks of 87 (23 off the red), 79, 72, 63, 62 and 54, and ran to his points when his opponent had scored 236, the final scores reading: Alec Taylor, 800; Mr. R. C. Barlow (receiving 400), 556.

Mr. Matheson Lang writes us from London enclosing extracts from the leading London papers showing the success of the London production of the play "Westward Ho," which Mr. and Mrs. Lang originally produced in South Africa. They staged it at the Palladium Theatre on 24th February, where it repeated its South African success and made a splendid impression. Mrs. Matheson Lang, Mr. Lang says, joins him in warmest greetings and all good wishes to all friends in Hongkong.

## VICE-ADMIRAL JERRAM.

OFFICIAL LANDING.

Vice-Admiral T. H. M. Jerram, who has succeeded Admiral Sir A. Winsloe in the command of the China Squadron of the British Fleet, made an official landing yesterday morning from H.M.S. *Minotaur*, on which he had already hoisted his flag. On reaching Blakely Pier His Excellency was received with a salute from the guard of honour drawn up outside the wharf, the salute being accompanied by musical honours from the band. Vice-Admiral Jerram, who was received by Captain Connolly, A.D.C. to H.E. the Governor, inspected the guard, which was drawn from the Duke of Cornwall's Light Infantry and was under the command of Captain Swainson, Lieut. Mills being in charge of the colour. His Excellency then entered the waiting motor car from Government House and made a call upon H.E. Sir Henry May. H.E. the Governor returned the call later in the day.

## THE YOKOHAMA SPECIE BANK, LIMITED.

The directors in their report to the shareholders for the half-year ended 31st December, state:—The gross profits of the Bank for the past half-year, including 1,198,759 yen brought forward from last account, amount to 15,829,900 yen, of which 12,460,839 yen have been deducted for interests, taxes, current expenses, rebate on bills current, bad and doubtful debts, bonus for officers and clerks, etc., leaving a balance of 3,369,061 yen for appropriation. The directors now propose that 350,000 yen be added to the reserve fund, and recommend a dividend at the rate of 12 per cent. per annum, which will absorb 1,800,000 yen. The balance, 1,219,061 yen, will be carried forward to the credit of next account.

## THE BANDMANN OPERA COMPANY.

Last night at the Theatre Royal the Bandmann Opera Company staged the three-act musical comedy "The Pink Lady." This was the first occasion on which this comedy has been presented to a local audience, and when the curtain rose there was hardly an empty seat in the house. The audience were not disappointed, as the Company did full justice to this amusing and entertaining piece.

The whole fancy centres round the complications caused by the course of true love not running smoothly, in Lucien Garidel, the betrothed of Angele de Verrier, falling a victim to the charms of Claudine, the Pink Lady, the state of affairs being disclosed by the efforts of Maurice D'Uzac, the rival of Lucien. As the story unfolds itself the comedy is full of amusement, and does not admit of a dull moment.

With Miss May Glenn as the Pink Lady, Miss Moyra Hill as Angele, Mr. Fred Coyne as Lucien, Mr. Edward Grant as Maurice, and Mr. Alfred Frith as Bebe Guingolph the comedy was played successfully, and the musical features were also appreciated. The dancing with which the comedy abounds was more than successful, while the dresses and scenery were very effective. The Company is certainly to be congratulated on the first presentation of "The Pink Lady" in Hongkong.

Tonight the comedy will be again staged.

## TELEGRAMS.

[THROUGH DEUTER'S AGENCY.]

## THE BALKAN WAR.

## ADRIANOPLE'S HEAVY TOLL.

According to information received at Sofia from headquarters the Bulgarian losses in the fighting at Adrianople on the 24th, 25th and 26th March were 11,000 killed and wounded. The Serbian losses were 1,200. The prisoners numbered 60,000, including 800 officers. The trophies include 650 guns of different calibres and 63 machine guns.

The correspondent of the *Times* at Adrianople says the Turkish losses were 10,000. The foreign quarter was also a little damaged. The Bulgarians are pouring food into the town, and are restoring order, dealing summarily with the low-class Christian looters.

## FIGHTING NEAR CHANAK.

It is officially reported from Constantinople that the enemy occupied an advanced position at Buyuk Cekmedje, but were driven off with considerable loss, the position being recaptured by the Turks.

A later message states that the Bulgarians lost 1,000 killed and a quantity of ammunition in Saturday's fighting at Buyuk Cekmedje.

Mr. M. H. Donohoe, the special correspondent of the *Daily Chronicle*, witnessed the fighting at Buyuk Cekmedje, and graphically describes the Turkish counter attack. Undismayed by the Bulgarian shells, the Turks, displaying their old fighting spirit, gallantly pressed on across a bare plateau, toiled up the muddy slopes, and flung themselves on the Bulgarians, who were ejected after a desperate encounter at the point of the bayonet.

## OPERATIONS AT SKUTARI.

According to tidings from Cetinje, the Montenegrins heavily bombarded Skutari, and forced the Turks to abandon some outposts.

The Ministers of the Powers have collectively informed Montenegro that the Turkish Government consent to the withdrawal of the civil population at Skutari. A cipher message to this effect will be sent by a special messenger, to be selected by the Powers, to the Commandant at Skutari, who has hitherto refused to allow the withdrawal of the civilians without the permission of the Porte.

Montenegro has not yet replied, but is evidently most reluctant to permit the passage of the cipher.

## GERMAN ARMY BILL.

LONDON, March 31st.

The German Press, except the Socialist organs, accepts the Army Bill practically without criticism, but the method of raising the money meets with sharp opposition, and is likely to have a stormy passage in the Reichstag.

The English Press concentrates its attention on the extraordinary increase in the Aerial Navy. The Unionist papers declare that this creates a new situation, requiring new measures on the part of Great Britain. The Liberals are inclined to the belief that it is directed more against France than Britain.

## RAILWAYMEN'S DEMONSTRATION.

LONDON, March 31st.

No fewer than 25,000 railwaymen joined in a demonstration in Hyde Park in celebration of the establishment of the Union. Other demonstrations were held throughout the country.

## RETURN OF THE DUKE AND DUCHESS OF CONNAUGHT.

LONDON, March 31st.

The Royal Highnesses the Duke and Duchess of Connaught arrived at Euston on Sunday. They were met by the King and Queen, Members of the Royal Family, Lord Strathcona, Lord Roberts, and other distinguished people. They were accorded a great reception outside the station.

## REPORTED CONTINENTAL TOUR OF KING AND QUEEN.

LONDON, March 31st.

The British Embassy at Berlin knows nothing of the reported visit of King George and Queen Mary to Berlin in May.

## OBITUARY.

LONDON, March 31st.

The death is announced of the Earl of Pembroke, who passed away suddenly. He was Lord of the Treasury in Lord Salisbury's first administration.

## SUPREME COURT.

Monday, March 31st.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HIS HONOUR  
SIR W. REES DAVIES, K.C.)

## THE ALLEGED FORGED BANK-NOTE CASE.

The hearing was continued of the case in which seven Japanese stand charged for that on the 20th of June, 1912, and on divers dates up to the 23rd of December, they did conspire to obtain and acquire from persons who would be induced to purchase or accept certain false and forged current money notes for \$5 each, purporting to be issued by the Military Government of Kwangtung, large sums of money.

Mr. Alabaster said that Mr. Masujima, who was with him in this case, had had to return to Tokyo owing to unavoidable causes, and he wished him to say how sorry he was that he had to go back, and that he deeply appreciated the courtesy which had been extended to him by the Bench and Bar of the Colony.

Mr. Benjamin Wylie, a lithographer, who stated that he had had 17 years' experience at the trade, deposed that he had been asked by Mr. Bowley to estimate the cost of printing 200,000 notes, similar to the sample produced, representing a face value of \$1,000,000. The cost, which would include everything, would be \$2,674.

Mr. T. H. King, Assistant Superintendent of Police, was recalled by Mr. Sharpe, and deposed that false Canton notes of \$5 face value had passed through his hands in his official capacity both before this case and after the criminal proceedings. In the first instance 12 false notes were obtained.

Mr. Jenkin—How did you establish that they were not genuine notes?—We had evidence from Canton.

Did a solicitor appear then?—Yes, Mr. Bruton.

For the defence or the prosecution?—For the defence. No solicitor appeared for the prosecution.

What happened to the man who was charged?—He was discharged.

On what grounds was he discharged?—On the ground that we had failed to prove guilty knowledge.

Did you ever give the names of the people concerned in the second instance to the prosecution in this case?—No.

It did not occur to you that they might have been useful in order to support the charge that forged notes had actually been issued?—No.

Mr. Sharpe—In this case that you have been telling my friend about, the people were not charged with making forged notes, were they?—No. They were charged with being in possession of one or two notes.

Mr. Alabaster, opening for the defence, said the prisoners were charged with conspiracy in the Colony to deceive people—presumably people in the Colony—by these notes. There was no evidence that these Chinese notes circulated in the Colony, and, in fact, as his Lordship knew, their circulation was practically forbidden by proclamation, and, practically speaking, forbidden by law. There certainly was no evidence that they circulated freely in the Colony, and if he was charged with conspiracy in the Colony it must be to deceive the people here. There was some evidence that 10,000 had been sold to a dishonest person in the Colony, but not that that person circulated them here.

His Lordship—I do not think it is necessary to prove that.

Mr. Alabaster—Let us assume that there was a conspiracy in Japan, and that it was carried out in its later stages here, to defraud the people of China, where these notes passed, then that would not be a crime as far as this Colony is concerned.

His Lordship—There is not the slightest reason why one should not sell so many francs in the city of London. The jury have to be satisfied that so much of the transaction as implied a fraud was carried out in the Colony.

Mr. Alabaster, continuing, said there was no evidence to show where the documents which were produced in Court had been written. Most of them appeared to have been written in Japan. The prisoners were charged with conspiracy, and he contended that it was more true of that charge than of any other known to law that the jury should be absolutely satisfied that the prosecution had proved its case up to the hilt, because facts were admissible in a conspiracy charge which would not be in any other charge. They had served long enough on juries to know the ordinary rule that if someone said something to someone else, not in the presence of the prisoner, that conversation could not be allowed as evidence, but in a conspiracy charge, as soon as the prosecution had proved that the man who said these things was a conspirator, they could prove what he said against other people, whether they were there or not. Therefore, the prosecution in this

case having proved that Fung was a conspirator, anything that Fung said to Pang, even in the absence of these people, had been put in and allowed by law to be used as evidence. He supposed that was why the prosecution elected to go on with the conspiracy charge, because they could then get in a mass of stuff which must tell against the prisoners, and which must put those who were defending them into a position of great difficulty.

Then the jury had to be satisfied that these notes which were brought down were not ordered by the Chinese Government. He would have more to say about that in his reply. It was for the prosecution to prove that these notes were not ordered. What were the facts that they had proved? They had proved that in the case of the previous issue two people, one of whom was a member of the Provincial Assembly, and the other simply a rich gentleman in Heng Shan, were presumably authorised to make a contract as to the issue of notes. These two gentlemen wrote a letter, under their personal seal,—they had been appointed Commissioners, and so they adopted their own personal seal—and announced that they had made a contract with the Shanghai Commercial Press, which the Government accepted. The Government never saw the original contract made with the two Commissioners and the Shanghai Press. They did not really know whether \$25,000 was paid, or the real contract price at all. The Commissioners entered into a contract on their behalf and they would have been bound by it. Suppose that these two people had agreed to get 10,000,000 dollars' worth of notes for 33 per cent. of their face value or thereabouts? The Government would still be bound by the contract, and the jury could imagine that they might have repudiated the transaction in every way in their power if the chance occurred.

condition more or less as they had been had they been ordered by the Chinese Government. That was to be incomplete, and had to be done at the Canton Treaty. The notes not in the condition one would expect them to be in had they been ordered by a syndicate or an individual rogue or rogues who ordered forged notes would not think of paying a heavy price for notes, when they themselves afterwards have to do the work of numbering such a large quantity as 200,000 notes. They would want the things complete. If this was not an order by the Chinese Government it was an order from somebody who, at any rate, according to the case for the defence, was going to pay three and a half lakhs of dollars for them. It was not everybody in Hongkong who possessed three and a half lakhs of dollars, and it was not likely to be a very large syndicate if it was a syndicate of rogues.

Mr. Alabaster had now concluded his address when the Court adjourned.

## NEW CABLES TO THE EAST.

SIX THOUSAND MILES OF NEW LINES—A GREAT ENTERPRISE.

In accordance with the statements made by Sir John Wolfe Barry, K.C.B., at the last general meeting of the Eastern Telegraph and Eastern Extension, Australasia and China Telegraph Companies, the directors of these two concerns, says the *Financial Times*, have now decided to lay a new cable from Aden to Hongkong, via Colombo and Singapore, covering a distance of about 6,000 miles. The cost of this operation, which will run into at least £1,000,000, will be met out of the reserve funds of the two undertakings, which are ample for the purpose, and there is the additional advantage, that, by avoiding the creation of further capital, the proprietors' dividend position will not be jeopardised, but, on the contrary, the net revenue accruing from the new lines should at least equal and will probably exceed the income which has been derived from the securities in which the companies' resources are invested. The policy of expansion now being adopted by these two companies is particularly striking in view of the growth of wireless telegraphy during recent years, and it is evident that the respective boards do not regard their sphere of activity as having been curtailed by the development of the latest system of long-distance communication. It is, we believe, an open secret that the cable enterprises operating in the Far East have never shown any hostile feeling to "wireless", on the contrary, their theory has been that plenty of room exists for both systems, and that, as matters stand at present, there is likely to be a large volume of work in the future than ever in the past. This view is certainly confirmed by the traffic receipts of the cable undertakings during recent years, which are still increasing. The experience of Sir John Wolfe Barry in connection with all that relates to cable laying and administration is, of course, unrivalled, and it is generally conceded that the course upon which he has now decided indicates a step forward in the prosperity of those who will share between them the cost of an operation which is calculated to have pronounced effect upon the communications between the East and the West for many years to come.



## HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 31.  
EUROPE AND ITS ARMIES.

There is no doubt that Europe is entering upon an age of blood and iron. The atmosphere is being heavily charged with explosive material and there is at present no possibility of preventing the process going on, with all its contingent dangers. Germany's decision to increase the peace strength of her army by 100,000 men is creating a gravely disturbing situation, and there is tremendous military rivalry on the Continent. The Kaiser, who is personally responsible for the form of the new military bill, is reported to have declared to his war chiefs that the position of affairs is as serious for Germany now as it was in 1912. A spirit of enthusiasm for the army is also rapidly rising in France, where the cry is, "Germany is arming; we will do the same." France is to increase her peace strength by 170,000 men; Austria and Russia, too, are increasing their armies. The *Daily Mail* thus sums up the situation—"This year the German army is to be raised with all possible speed to the gigantic total in time of peace of 800,000 men, which means that it also is to be kept permanently mobilised. The cost of the measure will be stupendous. There must be an initial outlay of from fifty to sixty millions, if the forecasts are correct, with a permanent charge of ten to fifteen millions. In the present year Germany will vote for her army no less than one hundred and two millions. If we add her naval expenditure and various items of indirect expenditure, her outlay on armaments will be nearly 130 millions, against ours of 70 millions." The extra money for Germany will be met, not by loan, but by a single levy on property, from which the ruling Princes of the country are not to be exempt. Germany believes herself to be threatened on two frontiers, she regards these military measures as absolutely necessary in view of the present situation, and no sacrifice can be too great to put the country in a position of security.

**IMPERIAL HEADQUARTERS.**  
If Earl Grey has his way the Aldwych will become the central headquarters of the Empire. Lord Grey, who, since his return from Canada, has been very much to the fore in all matters of an Imperial character, has asked the L.C.C. to grant him a three years' option of a large site on the vacant land on the Aldwych on consideration of a payment of £3,000 per year. The conditions of lease would be subsequently agreed upon. Earl Grey's object is to secure time to examine the possibilities of using the site for Imperial purposes, although he is not at the moment in a position to define the special means to which the site would be devoted. Lord Grey would like to concentrate the Dominion Government offices now widely distributed in different parts of London, and also, to provide accommodation in the Metropolis for the commercial and social needs of the Dominions. A feature of the scheme would be to secure a permanent, well-kept, and up-to-date exhibition of manufactured articles in use in the Dominions, combined with adequate facilities for enabling home manufacturers to get into direct touch with Dominion customers. It is also pointed out that another important effect of the scheme would be to focus the attention of the home consumer more effectively on the quality of the products of the Dominions. Lord Grey's opinion is that the utilisation of the site in the way suggested would result in the erection of a fine group of buildings, adding dignity and imperial majesty to London, whilst forming a worthy objective in Kingsway. He has strong hopes of the realisation of his scheme, with which the L.C.C. is also much impressed, and it is highly probable that the option asked for will be granted. If the scheme comes to fruition the lease will be for 99 years and the rent suggested is £50,000 per annum.

**THE CANTON-HANKOW RAILWAY.**  
Negotiations have been completed during the last few days for the construction of the Hukwang Railway, whose 1,600 miles will traverse the provinces of Hunan, Hupoh, and Szechuan. A special loan will have to be arranged for the necessary sum of £20,000,000. A contract for the financing of the enterprise was entered into in May, 1911, the signatories being certain British, French, German and American banks. The undertaking is the most important of its kind which has ever been contracted with the Peking Government. According to the financial Press the money will have to be raised eventually by public subscription, but it is intended to commence construction work at once, and to avoid an appeal to the public as long as

possible; no prospectus will be issued until 1914. This course has been rendered necessary by the generally congested condition of the new issue market, and also by the fact that China's finances are in rather a confused state just at present. The financial institutions concerned in the matter are stated to be in a position to hide their own time, while it is considered that the further construction work is proceeded with before issuing a prospectus the more likely is it that a satisfactory response will be secured.

**COLONIAL EMPIRES.**  
In concluding a series of lectures at the Royal Institution, Sir Sidney Lee expressed the opinion that in its present shape and extent our Empire was still too young to render a comparative study very far-reaching or efficient. Caution was very needful. The past Colonial history of the world seemed to suggest no other law than that of rotating rises and falls, of alternations of success and failure. As far as the world had progressed, that was the Imperial law alike of ancient and modern epochs. In the modern epoch we had seen how the Portuguese Empire had been superseded by that of Spain, how Spain had been superseded by Holland, Holland by France, and France by England. The feature of our Empire which best deserved the epithet "unique" was the combination within its bounds of the two systems, side by side, which previously had been tried only independently, Colonial self-government and Colonial dependence. That combination, the interplay of the two systems, might prove the elixir of Imperial life. Another obvious consideration which the facts of modern Colonial history impressed upon us was that it was naval power that gave Portugal, Spain, Holland and France their successive Colonial Empires, and with the decay of their naval strength their Colonial Empires declined. History showed that an essential external guarantee for the maintenance of a Colonial Empire was a fleet powerful to ward off foreign aggression. Sir Sidney said that it was not prudent, if the fabric of Empire was to stand, to neglect progressive exertion. His two invaluable injunctions in Imperial affairs were, "avoid self-praise" and "keep on doing."

**YOUNGEST ADMIRAL.**  
Rear Admiral David Batty, who was promoted to flag rank three years ago at the early age of 39, assumed on Saturday the command of the First Battle Cruiser Squadron, in succession to Rear-Admiral Bayly, who has held the appointment for two years. The squadron consists of the Dreadnoughts—*Lion*, *Princess Royal*, *Indefatigable*, *Invincible*, and *Inflexible*. Admiral Batty was promoted from lieutenant to commander, and again from commander to captain, for war services, the first in the Sudan in 1898, and the second in China during the Boxer rebellion of 1900. To rise from lieutenant to captain occupied, in the case of Admiral Batty, only eight years. He is now 42 years of age—13 years younger than the officer he succeeds, and with the exception of his own flag-captain (Captain A. E. M. Chatfield), he is younger than the commanding officer of any ship in his squadron. Admiral Batty was for some time Naval Secretary to Mr. Winston Churchill, an appointment in which he was recently succeeded by Rear-Admiral D. R. S. De Chair.

## LOAN RUMOURS FROM PEKING.

## SINO-AMERICAN SYNDICATE.

The following items are translations of Peking wires to the *Ostasiaticher Lloyd*. It is alleged that an English loan amounting to £10,000,000, which is backed by the Rothschilds, will be signed before the end of March.

English capitalists are said to have made an unofficial offer of capital to the Foreign Office, in order to open to them and to develop forestry and fish-breeding. An American and Chinese Industrial Syndicate is being organized in Peking. The United States Government is furthering the undertaking.

The Government has approved of the provincial loans of Shantung, Honan, Kansu and Kuangtung only. All other provinces have not complied with the legal demands.

The Tientsin of a majority of the provinces are urging the Peking Government to offer at an early date a six per cent. interior loan in order to relieve the financial situation.

The Peking correspondent of the *N-Y Daily News* cables:—

Although the scheme for the establishment of a Sino-French Industrial Bank was referred to a committee of the Advisory Council, and is likely to be approved, it is understood that the French Government will refuse to allow quotation on the Bourse for the loan which will provide the capital, and that the project will fall through, unless the promoters are prepared to finance it out of their own pockets.

It is understood that in consequence of the opposition of the German Government, the firm of Krupp declines to make a loan to the Chinese. Negotiations for the purchase of a large quantity of armaments, however, are proceeding, and it is supposed that Krupp will agree to defer payment for a period of three years.

## THE MAGISTRACY.

For being in possession of an obsolete revolver which was useless as a weapon but was perhaps of some value in frightening people if used for unlawful enterprises a Chinese was yesterday fined \$25.

A sergeant and three privates belonging to the 120th Baluchis were charged by Inspector Cameron with gambling on the hillside at Yaumati. The sergeant was discharged, the privates being fined \$5 each.

A Chinese who said he was a policeman in the interior of China, was charged before Mr. Hazeland yesterday with being in possession of a formidable looking dagger. Defendant said he had a certificate to show that he was a policeman. Inspector Fenton said that the man was wearing a badge when he was arrested. He was fined \$10 and cautioned.

A man in the employ of the Opium Farmer was brought before Mr. Melbourne yesterday charged with the larceny of a quantity of opium. It was explained that the defendant was caught in the act of pouring opium into a tin which he kept for his own use. He should not have had the tin on the premises. Inspector Gerrard said the man had worked for the Opium Farmer for eight years and was in a responsible position. A fine of \$100 was imposed or in default one month's imprisonment.

Private Carter, of the D.C.L.I., was charged before Mr. Melbourne yesterday with being drunk and disorderly, assaulting Mr. George Green, the proprietor of the Criticism Hotel, and also with assaulting an Indian policeman. Mr. Green informed his Worship that he did not wish to proceed with the charge. Inspector Fenton said he would proceed with the charge of assaulting the police, adding that Mr. Green had sent for the police. Evidence was given to the effect that when the Indian policeman arrived on the scene the defendant was pointed out to him as the man who had assaulted the proprietor. He attempted to arrest him, but defendant struck him with his clenched fist, and his turban was torn from his head. Eventually assistance arrived and the soldier was taken to the Central Police Station. Defendant asserted that he had been kicked by the Indian policeman, but this was denied. His Worship dismissed the defendant on the first two charges, but convicted him of the assault upon the police. For this he was fined \$10, the alternative being seven days' imprisonment.

## HONGKONG RIFLE LEAGUE.

## H.M.S. "HAMPSHIRE."

The scores of the shoot on Saturday are as follows:—

| Names.        | 200 | 500 | 600 | Total. |
|---------------|-----|-----|-----|--------|
| Mr. Coles     | 30  | 34  | 32  | 96     |
| P. O. Pearce  | 30  | 32  | 31  | 93     |
| Corpl. Blann  | 31  | 33  | 27  | 91     |
| Corpl. Willis | 31  | 30  | 29  | 90     |
| P. O. Styles  | 27  | 34  | 29  | 90     |
| Sergt. Marr   | 29  | 30  | 28  | 87     |
| Mr. Mauger    | 29  | 30  | 28  | 87     |
| P. O. Mant    | 28  | 30  | 23  | 81     |
|               | 235 | 253 | 227 | 715    |

## TAKOON DOCKYARD.

| Names.       | 200 | 500 | 600 | Total. |
|--------------|-----|-----|-----|--------|
| Mr. Danby    | 25  | 32  | 30  | 87     |
| Mr. McDonald | 25  | 31  | 30  | 86     |
| Mr. Lytle    | 30  | 27  | 29  | 86     |
| Mr. Booth    | 29  | 30  | 27  | 86     |
| Mr. Bassford | 29  | 31  | 26  | 86     |
| Mr. Grimshaw | 32  | 25  | 28  | 85     |
| Mr. McLeod   | 27  | 26  | 28  | 81     |
| Mr. Anderson | 26  | 28  | 21  | 75     |
|              | 223 | 230 | 217 | 670    |

## VOLUNTEER RESERVES.

| Names.       | 200 | 500 | 600 | Total. |
|--------------|-----|-----|-----|--------|
| Mr. Watson   | 28  | 29  | 33  | 90     |
| Mr. Lyons    | 30  | 28  | 31  | 89     |
| Mr. Carter   | 29  | 24  | 30  | 83     |
| Mr. Dobbs    | 27  | 27  | 26  | 80     |
| Mr. Bird     | 27  | 28  | 22  | 77     |
| Mr. Hamilton | 30  | 15  | 27  | 72     |
| Mr. Smith    | 24  | 21  | 25  | 70     |
| Dr. Jones    | 27  | 28  | 24  | 69     |
|              | 222 | 200 | 208 | 630    |

## OPIUM ON PRESIDENT YUAN'S FIELDS.

A delegate to a recent missionary conference stated that opium was being grown on President Yuan Shih-kai's far property in Honan. The statement was made at a private gathering, but the *Shanghai Mercury* says it has been able to direct an inquiry to the delegate himself. His reply was as follows:— "Anything I said at the conference about Yuan Shih-kai's opium-growing was founded upon reliable information received by me from a Christian of many years standing, who comes from not far from Yuan's home. I have since made further inquiries and am told on the evidence of one who has been there that there is a crop on Yuan's fields and those of his relatives. Chang Tun, Governor of Honan, has had his ploughed up, but Yuan's was still in."

## A CHINO-JAPANESE ALLIANCE.

Reuter's Tokyo correspondent states that Dr. Sun Yat-sen in farewell speeches before leaving Nagasaki, urged an alliance of the Chinese and Japanese nations, which, he said, would be a guarantee of the peace of the world, considering that the two countries named represented half the world's population.

## A SPANISH FRAUD.

## LITTLE MARY WHO DOESN'T GROW UP.

How many people in Hongkong and the outports, we wonder, have received during the past week a confidential intimation from an alleged prison chaplain at Madrid relating to the death of a wealthy political prisoner who claims relationship with the recipient of the letter, to whose care he commits his little daughter, and to whom he also bequeaths one-fourth part of his fortune which is stated to be secreted in his baggage, now in possession of the Spanish police.

This swindle must be getting musty with age. We know of, at least, two residents who have received identical communications during the past week, and no doubt they are not the only ones who have been so favoured. We believe the fraud has been worked for some years, and this impression seems to be borne out by a careful study of the two communications. First, it is said, are born every day, and the Madrid swindler, in his search throughout the world, evidently manages to discover enough of them to make the game worth the candle.

He forwards to you a pathetic letter written by the dying prisoner to be communicated to you, and he encloses for your information the following newspaper cutting:—

*Translated from Spain newspaper.*  
Yesterday died in the bed room of Prison of this City Adolfo Roldan who, as our readers will remember, when he was to be arrested did a great resistance against Agents of Authority wounding a policeman and being himself seriously wounded.

Died man was possessed by French Authorities as one of mixed in the great scandals of Canal of Panama, in which company it is supposed he got a great property thinks to many years he was one of highest clerk, and who owed to his great illustration did closely friendship with the Manager of said Company being all his confidence.

He leaves a beautiful girl 14 years old named Mary who leaves alone as it is unknown if her relations who lives abroad will take her to their charge.

Those who have not been favoured with an intimation that a fortune of £25,000 is awaiting them in Spain in addition to a wealthy little girl who stands in need of fatherly care, will perhaps be interested to learn something of the story.

The startling communication comes from one Alfredo Marton, who writes on paper bearing an ornamental crest and who is represented in the prison chaplain. He forwards, besides the newspaper cutting, a lengthy letter, written in equally bad English, and signed by the alleged prisoner who adds to his name Adolfo Roldan your own surname. Thus, supposing your name is Goodenough, he tells you his mother's name was Mrs. Catherine Goodenough, and he signs himself Adolfo Roldan Goodenough. Or, should he be sending his communication to a Mr. Simpleton, he will inform you that his mother's name was Mrs. Catherine Simpleton and he will sign himself Adolfo Roldan Simpleton.

His story is that his father was a great engineer who worked for many years under "Mr. Ferdinand Lesseps" (he omits the de) on the great work for the opening of the inter-oceanic canal. Adolfo says it was an easy matter for him therefore to obtain good employment under the protection of Mr. Lesseps. Then—how soon after is not stated—he had the misfortune to lose his father; a year later he lost his mother and his wife, and was left with a little daughter 14 years of age. "By that means," he goes on to say, "I was the principal man in that Company's business." Then arose the great tumult in France over the canal, and Adolfo relates that as soon as he saw the first accusations, he went to London and placed his stock in a reliable bank "but in a manner that it could be returned when and by whom I wish." He returned to Paris, but in view of the increased public attention created by the exposure of the scandals, and fearing arrest because he had hidden the many important documents he took "checks and receipts payable to bearer," which he had, amounting to £95,000, and which he placed in a secret drawer of my place which by myself. Then he begged and made by myself his daughter to a friend to carry her intended to proceed "Marseilles" where he intended to go. All was later and embarked for Asia. All was ready for the start when the police brutally arrested him. His indignation and despair, he says, almost made him mad, and he was so beaten and wounded for his desperate resistance that for a moment he was believed to be dead. After a month without feeling his charges he writes, (February, 1913) that he is a little better, although not well at all.

The authorities had seized all his baggage, but they knew nothing of the secret drawer and consequently attach no more importance to those trunks than to others in their custody. He suggests that it is perfectly easy to obtain these charges of contents and by "paying the charges of my process when I may be condemned as I am sure I shall be and then the seizure shall be raised and my baggage forwarded to me." What address? February, 1913. Writing as he does in February, 1913, he tells his confidant that he is perfectly informed of what is now going on—the interest and the rancour that the so-called scandals shall not let himself be dear relation of this prison shall be your shield and the warranty of our future tranquility." Then follows nearly a page about the "integrity and immaculate honesty" of the chaplain; "the scrupulousness of his conscience," and with his ignorance of the hidden securities—though the alleged chaplain himself in his letter to the long-lost relation indicates that he is well-informed of the subject, being the executor of the deceased's last will and testament.

The testator is anxious that the relative whom he has never met should get possession of the baggage, which contains personal remembrances which the dear relative and the testator's daughter must feel interest in keeping, and the chaplain of immaculate honesty is prepared to carry the baggage and the girl to the dear relative's side in Hongkong, so that he may be a father to little Mary in the future and, incidentally, benefit by the legacy. No doubt, the dear relative would be asked to forward passage money.

Now it appears from the letter that little Mary was 14 years of age when her mother died, before the Panama scandal was exposed, which is now twenty years ago; little Mary, according to the newspaper cutting, was still fourteen years of age when her father died in a Spanish prison a month or six weeks ago! Topsy, the slave girl in "Uncle Tom's Cabin," when asked how she supposed she came into the world, is reported to have replied, "I expects I growed." Little Mary, apparently, doesn't grow.

It is a clumsy fraud, but while there are flats in the world there will also be flat-catchers.

Since the above was written we have noticed the following in *Truth* of February 19th:—

"About eight years ago," says the Madrid correspondent of the *Daily News*, "a gang of criminals, admirably organised, first began to work the Spanish prisoner swindle." It would be nearer the truth to say that this swindle was started about eighty years ago. Something like thirty years ago *Truth* described the fraud as a new form of confidence trick, whereas evidence was forthcoming that it had been practised for at least half a century. The *Daily News* telegram reports the arrest of one of the gang, and compliments the new chief of the Madrid police, Senor Mendez Alanis, on the steps he is taking to put an end to this swindle. I hope that he will succeed, but I have my doubts. Dozens of arrests have been made in Madrid in Barcelona, and elsewhere during the past twenty years, but they have never caused any serious interference with the business of the Spanish prisoner, which is, indeed, such an easy method of making money that rogues will always be ready to carry it on so long as there are fools to be victimised."

## THE MURDER OF MR. SUNG AT SHANGHAI.

## CONFESSION OF THE ASSASSIN.

## AN EXTRAORDINARY STORY.

Woo Fok-ming, the man who has already confessed to the murder of Mr. Sung Chiao-jen was brought up at the French Mixed Court in Shanghai last week and repeated his statement about the crime. He is a young man of twenty-two years of age, almost boyish in appearance, and in Court he seemed to take pride in the position in which he found himself. He is said to have been in the revolutionary army at Nanking, and is believed to be a gymnast of no mean order. He is a native of Shansi. He related his narrative without the slightest hesitation, and at a rate which suggested that he had prepared it beforehand.

**STORY OF THE CRIME.**  
Briefly his statement was that a short time ago he had been in a certain tea-house, and while sitting at a table was approached by a man whose name he afterwards ascertained to be Zung Yew-sei. The latter entered into conversation with him, and ultimately asked him to join a new society which had been formed, called the Republican Progressive Society. Zung then went on to explain that certain man who was about to leave for Peking was a danger to the country, that he was to sell it to the foreigners and to have it partitioned, and the only way in which the country could be saved was by having him removed. The accused at this point was not at all definite in his statements, but he indicated that Zung had by implication suggested that if the individual in question were put out of the way it would lighten the labours of Yuan Shih-kai and tend to smooth his path. Accused was not told who the man to be assassinated was, but was shown his photograph, and it was arranged that he should be shot at the Railway Station as he was leaving for Nanking on his way to Peking.

## THE ATTEMPT AT ESCAPE.

Continuing his statement, accused gave some particulars of residing at a lodging-house until the night of the assassination, and then going to the station with the pistol in his possession, along with three others. At the station the man was pointed out to him, and as he was walking to and fro he fired. As soon as he fired he made a bolt, but there was a considerable crowd about him. At the gate, where they tried to block his passage, he slid forward on one foot, passed through under their arms, and coming up on the other side fired into the air in order to frighten them. He then made his way back to the lodging-house, but the same evening proceeded to the house of Lung Kwe-shing, whither he had been told to go by Zung. Accused then said that he was in Lung's house for only one night, and during the time he was there saw Lung only once or twice. He had received \$20 to pay his bill at the lodging-house, and he was himself asked what reward he wished, afterwards asked what reward he wished, whether he desired money. To this he replied that he did not want money, that he had saved his country and was prepared to die for it and for what he had done. He was then asked by Zung if he would like to go to England and Europe, and this he replied he wished above all things, and it was arranged that as a reward he should be sent there.

The accused was then remanded in custody. He had delivered his statement with the utmost spirit, and at parts of it was seen to smile with enjoyment.—*N.Y. Daily News.*

## INTL.

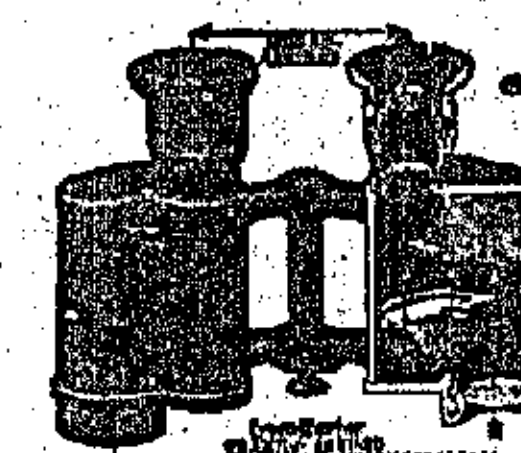
## ECZEMA SO BAD HAD TO TIE HIS HANDS

To Prevent Child from Scratching, Running Sore All Over Head and Face. Cuticura Soap and Ointment Quickly Removed Soreness and Proved a Perfect Cure.

"My child suffered with a yellow running sore all over his head and face. I attended two hospitals with him. The doctors told me that it was eczema, and they gave me some ointment for it. I used the same day after day which did no good. It was a sort of disease, always keeping my little one very restless both day and night, which forced me to tie his hands down to prevent him from scratching and form a very filthy looking scab. My child's suffering also prevented me from getting on with my work at home. One day I was advised by a neighbour to try Cuticura Soap and Ointment. I sent for a sample of Cuticura Ointment and put it on my child's head and face. Being very pleased about its wonderful cure, I bought two tablets of Cuticura Soap. I washed my child with Cuticura Soap and hot water, then applied the Cuticura Ointment. They quickly removed that soreness and left my child a very clear, bright and healthy-looking skin. Cuticura Soap and Ointment put an end to all my misery."

I had tried all kinds which all failed to cure my child until I tried Cuticura Soap and Cuticura Ointment and they proved a perfect cure." (Signed) H. Quill, 32, Diana St., Newcastle-on-Tyne, Eng., July 12, 1911. Sample with 32p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney; N.S.W.; Co. Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U. S. A.

66-9



## ZEISS PRISMA BINOCULARS

AT HOME PRICES:

|                         |          |
|-------------------------|----------|
| 16 Power .....          | £10.10.0 |
| 12 " (new model) .....  | £10.10.0 |
| 12 " .....              | £9.5.0   |
| 8 " .....               | £3.10.0  |
| 6 " (large field) ..... | £7.10.0  |
| 6 " .....               | £6.0.0   |
| 6 " (small model) ..... | £5.18.0  |
| 3 " .....               | £5.8.0   |

To be Obtained from

Chs. J. Gaup & Co.

ALEXANDRA BUILDING,  
CHATER ROAD.

41

## OUR

## STUDY

## OF

## THE EYE

## OF

## THE EYE

## OF

## THE EYE

## OF

## THE EYE

## OF

## THE EYE

## OF

## THE EYE

## OF

## THE EYE

## OF

## THE EYE

## OF

## THE EYE

## OF

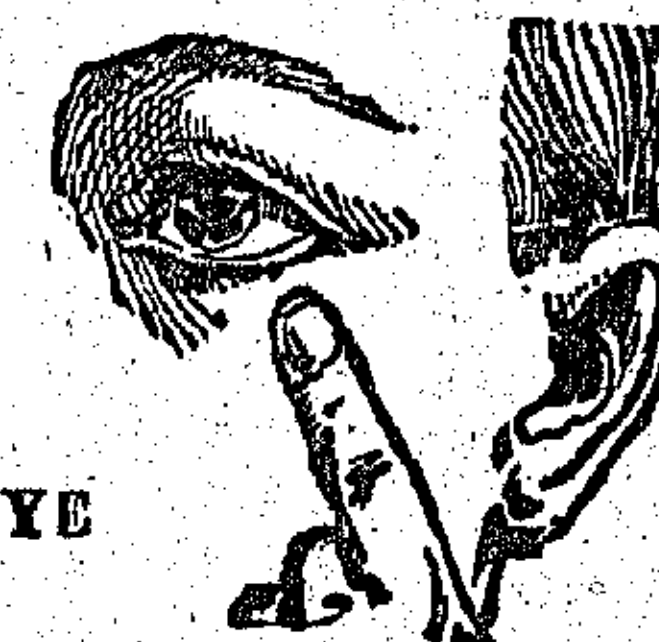
## THE EYE

## OF

## THE EYE

## OF

## THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

**MAKE CERTAIN WE WILL TELL YOU.**

**CLARK & Co.**  
SCIENTIFIC OPTICIANS  
200B BLOCS, CHATER RD.  
HONGKONG





**An Indescribably delightful sensation is procured by those who accustom themselves, immediately before retiring to rest, to clean their teeth and rinse their mouths with the dentifrice and mouthwash Odol.**

Odol penetrates the cavities of the teeth and impregnates the whole mucous membrane of the mouth, and its refreshing antiseptic properties are felt at every breath that is drawn, a most useful and agreeable antidote to a stale mouth in the morning.

[104-47]

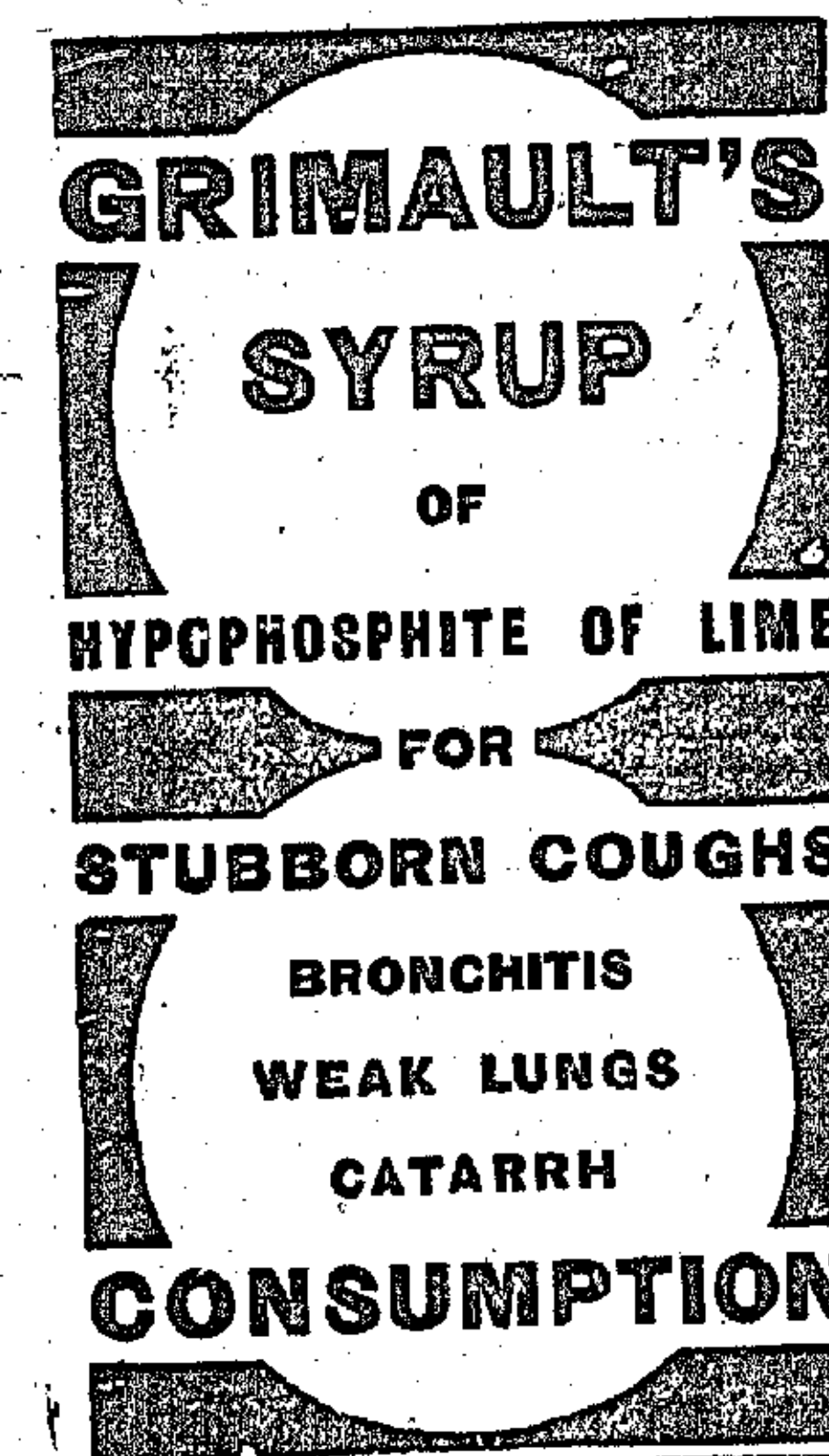
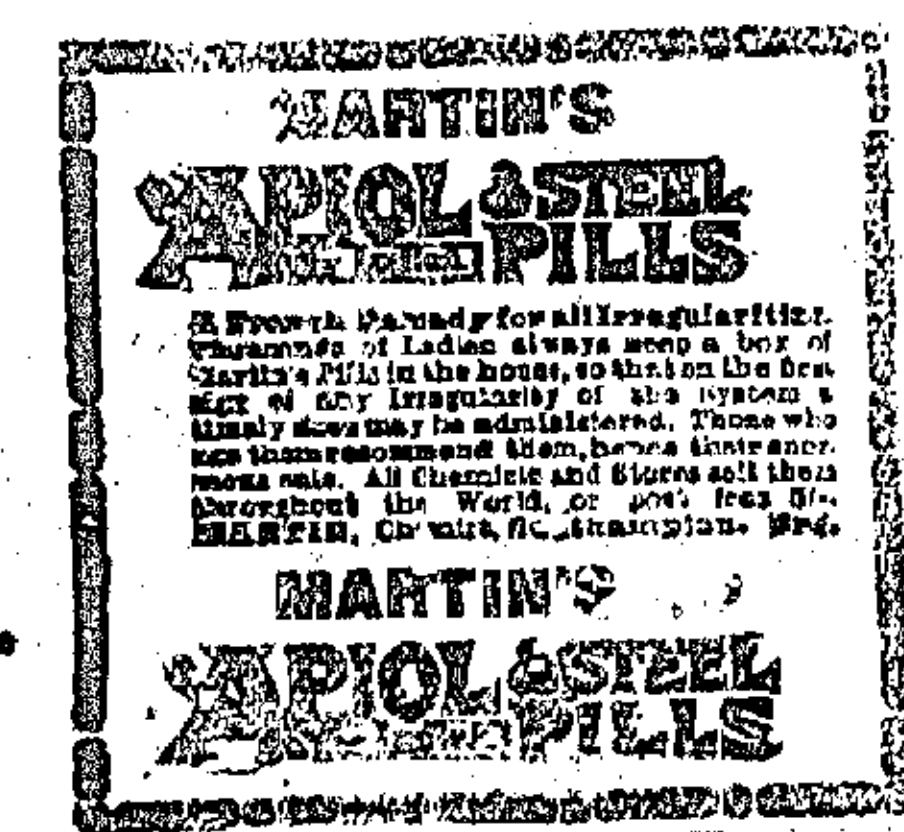
**GRACA & CO**  
FREDERICK ST. (Hongkong Hotel Building)  
Dealers in  
STAMPS, PICTORIAL  
POST CARDS, CIGARS, BOOKS,  
TOYS, &c.  
Just Received  
**FRESH SUPPLY OF  
VEGETABLE SEEDS.**

[134]

**JUST UNPACKED.**  
A Splendid Assortment of the following  
Latest Novelties:  
Up-to-date Styles Ladies' Side and Back  
Combs, Slides and Barrettes, Dressing and  
Scent Combs and Fancy Combs.

The "Coverall" Invisible Fringe Nets.  
Finest Quality Real Human Hair—Indis-  
pensable to the Present Style of Hair Dressing  
Light Brown, Mid-Brown and Dark Brown.

**HOOSAIN-ALI & Co.**  
No. 14, Queen's Road Central  
Hongkong, 21st February, 1912.



**CHILDREN OF FAR CATHAY.**  
A SOCIAL AND POLITICAL OF NOVEL.  
ABSORBING INTEREST.

By **CHAS. J. HALCOMBE**  
Formerly of the Imperial Chinese Customs  
Service, Author of "The Mystic  
Flower Land," etc.

**THE VOLUME** which consists of 21  
Pages, and includes a Sketch Plan of  
historical interest showing the disposition of  
the Forces at the battle of Kowloon, is dedicated  
to Sir ROBERT HART, G.C.M.G., and Dr. A.  
BENNETT.  
Its description of Chinese Social Customs  
and Superstitions, combined with the insight it  
gives into political conditions in China, makes  
"CHILDREN OF FAR CATHAY" an excellent  
volume for presentation to friends at home.  
Well bound in Yellow Cloth with Chinese  
Emblem in Gold.

PRICE ... .. £2.50

To be obtained from Messrs. KALF  
WALSH, LTD., Messrs. BELLER & Co., from  
the Printers and Publishers, the "HONGKONG  
DAILY PRESS" Office.

## PRESIDENT WILSON'S ADDRESS.

"MUCH FINE GOLD HAS BEEN CORRODED."

The inaugural address of Dr. Woodrow Wilson, who was installed as the new President of the United States on the 4th inst., contained the following:—

There has been a change of government. It began two years ago, when the House of Representatives became Democratic by a decisive majority. It has now been completed. The Senate about to assemble will also be Democratic. The offices of President and Vice-President have been put into the hands of Democrats. What does the change mean?

It means much more than this: more success of a party. The success of a party means little except when the nation is using that party for a large and definite purpose. No one can mistake the purpose for which the nation now seeks to use the Democratic party. It seeks to use it to interpret a change in its own plans and point of view.

Some old things with which we had grown familiar, and which had begun to creep into the very habit of our thought and of our lives, have altered their aspect as we have latterly looked critically upon them with fresh, awakened eyes; have dropped their disguises and shown themselves alien and sinister. Some new things, as we look frankly upon them, willing to comprehend their real character, have come to assume the aspect of things long believed in and familiar, stuff of our own convictions. We have been refreshed by a new insight into our own life.

GREAT AND YET EVIL.

We see that in many things that life is very great. It is incomparably great in its material aspects, in its body of wealth, in the diversity and sweep of its energy, in the industries which have been conceived and built up by the genius of individual men and the limitless enterprise of groups of men.

It is great also, very great, in its moral force. Nowhere else in the world have noble men and women exhibited in more striking forms the beauty and the energy of sympathy and helpfulness and counsel in their efforts to rectify wrong, alleviate suffering, and set the weak in the way of strength and hope.

But the evil has come with the good, and much fine gold has been corroded. With riches come inexcusable waste. We have squandered a great part of what we might have used, and have not stopped to conserve the exceeding bounty of nature, without which our genius for enterprise would have been worthless and impotent, scorning to be careful, shamefully prodigal as well as admirably efficient.

We have been proud of our industrial achievements, but we have not hitherto stopped thoughtfully enough to count the human cost, the cost of lives snuffed out, of energies overtaxed and broken, the fearful physical and spiritual cost to the men and women and children on whom the dead weight and burden of it all has fallen pitilessly the years through.

The great government we loved has too often been made use of for private and selfish purposes, and those who used it had forgotten the people.

At last a vision has been vouchsafed us of our life as a whole. We see the bad with the good, the debased and decadent with the sound and vital. With this vision we approach new affairs. Our duty is to cleanse, to reconsider, to restore, to correct, the evil without impairing the good, to purify and humanise every process of our common life without weakening or sentimentalising it.

There has been something crude and heartless and unfeeling in our haste to succeed and be great. Our thought has been, "Let every man look out for himself, let every generation look out for itself," while we reared giant machinery which made it impossible for any but those who stood at the levers of control should have a chance to look out for themselves.

THE WORK WAITING.

We have come now to the sober second thought. The scales of heedlessness have fallen from our eyes. We have made up our minds to square every process of our national life again with the standards we so proudly set up at the beginning and have always carried at our hearts. Our work is a work of restoration.

We have identified with some degree of particularity the things that ought to be altered, and here are some of the chief items.

A tariff which cuts us from our proper part in the commerce of the world, violates the just principles of taxation, and makes the Government a facile instrument in the hands of private interests.

A banking and currency system based upon the necessity of the Government to sell its bonds fifty years ago and perfectly adapted to concentrating cash and restricting credits.

An industrial system which, take it on all its sides, financial as well as administrative, holds capital in leading strings, restricts the liberties and limits the opportunities of labour, and exploits without renewing or conserving the natural resources of the country.

A body of agricultural activities never yet given the efficiency of great business undertakings or served as it should be, through the instrumental very of science taken directly to the farm, or afforded the facilities of credit best suited to its practical needs.

Watercourses undeveloped, waste places unreclaimed, forests untended, fast disappearing without plan or prospect of renewal, unregarded waste heaps at every mine.

The firm basis of government is justice, not force. These are matters of justice, not force. There can be no equality or opportunity, the first essential of justice in the body politic, if men and women and children are not shielded in their lives, their great vitality, from the consequences of great industrial and social processes which they cannot alter, control, or simply cope with.

Society must see to it that it does not itself crush or weaken or damage its own constituent parts.

The first duty of law is to keep sound the society it serves.

NOT A CLEAN SHEET.

Sanitary laws, pure food laws, and laws determining conditions of labour which individuals are powerless to determine for themselves are intimate parts of the very business of justice and legal efficiency.

## WM. POWELL, LTD.

TELEPHONE 346

**GENTLEMEN'S OUTFITTERS.  
PURE SILK  
HALF-HOSE**

SOLE DISTRIBUTORS

"PHOENIX BRAND"

BLACK, WHITE AND 25 COLOURS.

\$1.50 PER PAIR.

\$8.00 PER DOZ.

PHOENIX BRAND HALF HOSE.

## USE

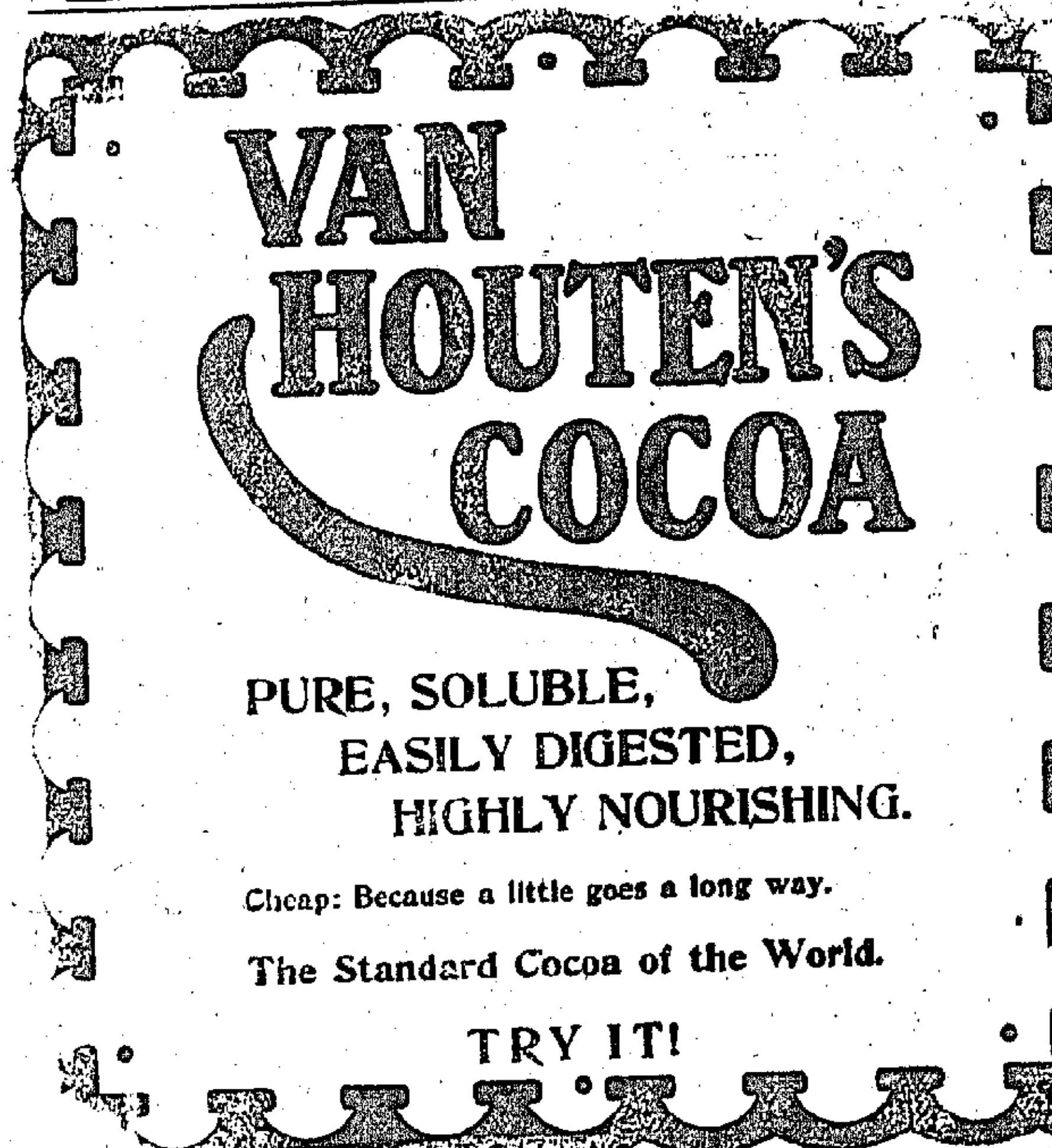
Keep your liver active and the small every-day worries and disappointments will not trouble you. It is the mind that makes us happy not our condition of life, and when you keep your stomach healthy, your bowels active, your blood pure by the regular use of Beecham's Pills your mind will always be clear and cheerful. Most of the hardships of life are directly due to disordered digestion. The health of the whole body is affected by the condition of the liver.

## BEECHAM'S

By their gentle purifying action Beecham's Pills accomplish wonderful mental and physical changes. They aid digestion and assimilation and enable you to enjoy the great benefit of the full nutriment in your food. They will keep you free from illness and help you to attain success by giving the mind energy, vigour and determination. They have a direct influence upon your bodily comfort and material welfare, and make living easy.

Sold in boxes labelled price 1/6, 1/4, &amp; 2/6.

## PILLS



**PURE, SOLUBLE,  
EASILY DIGESTED,  
HIGHLY NOURISHING.**

Cheap: Because a little goes a long way.

The Standard Cocoa of the World.

TRY IT!

## THE CLASSICS.

AND HOW THEY AFFECT SOME PEOPLE.

These are some of the things we ought to do, and not leave the others undone, the old-fashioned, never-to-be-neglected fundamental safeguarding of property and of individual right.

We shall deal with our economic system as it is and as it may be modified, not as it might be if we had a clean sheet of paper to write upon; and step by step we shall make it what it should be, in the spirit of those who question their own wisdom and seek counsel and knowledge, not shallow self-satisfaction or the excitement of excursions whither they cannot tell. Justice, and only justice, shall always be our motto.

And yet it will be no cool process of mere science. The nation has been deeply stirred, stirred by the knowledge of wrong, of ideal lost, of government too often debauched and made an instrument of evil.

The feelings with which we face this new age of right and opportunity sweep across our heart-strings like some air out of God's own presence, where justice and mercy are reconciled and the judge and the brother are one.

This is not a day of triumph; it is a day of dedication. Here must not the forces of party, but the forces of humanity. Men's hearts wait upon us; men's lives hang in the balance; men's hopes call upon us to say what we will do. Who shall live up to the great trust? Who dares fail to try?

I summon all honest men, all patriotic, all forward-looking men, to my side. God helping me, I will not fail them, if they will but counsel and sustain me!

**THE NEW FRENCH REMEDY. No. 1234567890**  
BLOOD PURIFIER, KIDNEY, BLADDER, UTERINE DISEASES, GONORRHOEA, VENEREAL, PILES, AND ALL THE OTHERS WHICH ARE THE RESULT OF IMPURE BLOOD. PREPARED BY DR. L. E. GILBERT, 10, RUE DE LA PAIX, PARIS. DEPOT: 15, RUE CANTON, HONGKONG. NEW YORK DEPOT: 15, N. 4TH ST., NEW YORK. LONDON DEPOT: 15, N. 4TH ST., LONDON. SINGAPORE DEPOT: 15, N. 4TH ST., SINGAPORE. TRADE MARKED "THE FRENCH REMEDY" IS ON THE BOX. GOVT. SEAM: APPLIED TO ALL GENUINE PREPARED.

**BANKS**  
**THE SPECIE BANK, LIMITED.**  
AUTHORISED CAPITAL.....Yen 48,000,000  
PAID-UP CAPITAL.....Yen 30,000,000  
RESERVE FUND.....Yen 18,000,000  
HEAD OFFICE—YOKOHAMA.  
Branches and Agencies at  
Amoy-Hankow, Liao-Yang, Ryo-Jan, Calcutta, London, San Francisco, Bombay, Canton, Los Angeles, Shanghai, Changhai, Lyons, Tientsin, Fengtien (Mukden), Nagasaki, Hankow, New York, Harbin, Osaka, Honolulu, Kobe, Peking.

INTEREST ALLOWED ON CURRENT ACCOUNTS  
Deposits received for fixed periods at rates to be obtained on application.  
EISHI ONO, Manager.  
Hongkong, 31st March, 1913. [445]

**THE MERCANTILE BANK OF INDIA, LIMITED.**  
AUTHORISED CAPITAL ... .. £1,500,000  
SUBSCRIBED " " " " " " £1,250,000  
PAID UP " " " " " " £625,000  
RESERVE FUND " " " " " " £415,000  
HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES:  
Bombay, Calcutta, Hongkong, Kandy, Madras, Rangoon, Singapore, Siam, Yokohama.  
AGENTS IN JAPAN:  
Messrs. JARDINE, MATHESON & Co., Ltd.

**BANK OF ENGLAND.**  
LONDON JOINT STOCK BANK, LTD.  
Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Clients. Letters of Credit granted on Agents and Correspondents all over the world. INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.  
F. G. MACDONALD, Manager.  
Hongkong, 18th March, 1913. [909]

**THE BANK OF TAIWAN, LIMITED.**  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).  
Capital.....Yen 10,000,000  
Capital Subscribed (paid up).....Yen 6,250,000  
Reserve Fund.....Yen 2,620,000  
HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy, Swatow, Tainan, Anping, Kobe, Tamsui, Canton, Nagasaki, Tokyo, Foochow, Osaka, Yokohama, Keelung, Shanghai.

**HONGKONG OFFICE.**  
6, DES VOGES ROAD.  
Interest allowed on Current Accounts. Deposits received on terms which may be had on application.  
K. TSUDZURABARA, Manager.  
Hongkong, 1st May, 1911. [1279]

**NEDERLANDSCH-INDISCHE HANDELSBANK**  
(NETHERLANDS INDIA COMMERCIAL BANK).  
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)  
Paid up Capital Fl. 14,905,350 (£1,242,112)  
Reserve Fund Fl. 5,022,161.27 (£418,513)  
HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.

**LONDON BANKERS:**  
THE WILLIAMS DEACONS BANK.  
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Accounts at the rate of 2 per cent. per annum on Daily Balance. Rates on Fixed Deposits can be ascertained on application.

E. J. H. VAN DELDEN, Acting Manager.  
No. 8, Des Voeux Road Central.  
Hongkong, 5th February, 1913. [121]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**  
PAID-UP CAPITAL ... .. \$15,000,000  
RESERVE FUND ... .. \$17,000,000  
STRIKING ... .. \$22,000,000  
RESERVE LIABILITIES OF PROP'Y ... .. \$15,000,000

**COURT OF DIRECTORS:**  
F. H. ARMSTRONG, Esq., Chairman.  
Hon. Mr. C. H. ROSS—Deputy Chairman.  
S. H. DODD, Esq., W. L. PATTENDEN, Esq., G. F. FRIEDLAND, Esq., J. A. PLUMMER, Esq., C. S. GABBY, Esq., Hon. Mr. E. SHELLIM, G. B. LEWIS, Esq., H. A. SIBB, Esq., F. LICK, Esq.

**CHIEF MANAGER:**  
Hongkong—N. J. STABE  
**ACTING MANAGER:**  
Shanghai—A. G. STEPHEN.

**LONDON BANKERS:**  
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of Two per cent. per annum on the Daily Balance.  
ON FIXED DEPOSITS.  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 1/2 per cent. per annum.  
For 12 months, 4 1/2 per cent. per annum.  
N. J. STABE, Chief Manager.  
Hongkong, 24th February, 1913. [118]

**HONGKONG SAVINGS BANK.**  
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION.  
N. J. STABE, Chief Manager.  
Hongkong, 1st July, 1911. [19]

**INTERNATIONAL BANKING CORPORATION.**  
HEAD OFFICE: 60, Wall Street, New York.  
LONDON OFFICE: 36, Bishopsgate, E.C.

**BRANCHES:**  
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS ... .. \$7,000,000  
EVERY DESCRIPTION OF BANKING BUSINESS transacted.  
CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.  
GEORGE HOGG, Manager.  
9, Queen's Road, Hongkong, 2nd November, 1912. [320]

**THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.**  
INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... .. £1,200,000  
RESERVE FUND ... .. £1,650,000  
RESERVE LIABILITY OF PROPRIETORS ... .. £1,200,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.  
Hongkong, 12th April, 1912. [175]

**HONGKONG METEOROLOGICAL REGISTER.**  
Hongkong Observatory, March 31st

|                      | Previous On | Date On   | Date      |  |
|----------------------|-------------|-----------|-----------|--|
|                      | at 2 p.m.   | at 6 a.m. | at 2 p.m. |  |
| Barometer .....      | 30.07       | 30.05     | 30.01     |  |
| Temperature .....    | 71          | 66        | 74        |  |
| Humidity .....       | 67          | 90        | 75        |  |
| Wind Direction ..... | East        | East      | West      |  |
| Force .....          | 5           | 3         | 1         |  |
| Weather .....        | c           | o         | o         |  |
| Rain .....           | 0.00        |           |           |  |

Highest open air Temperature on 30th ... 71  
Lowest open air Temperature on 30th ... 64

**HONGKONG TIDE TABLE.**  
From 1st to 7th April, 1913.

| Day of Week. | Day of Month. | H'kong. Mean Time. | H'kong. Height. | Day of Week. | Day of Month. | H'kong. Mean Time. | H'kong. Height. | Day of Week. | Day of Month. |
|--------------|---------------|--------------------|-----------------|--------------|---------------|--------------------|-----------------|--------------|---------------|
| Tues.        | 1             | h. m.              | ft. in.         | h. m.        | ft. in.       | Wed.               | 2               | h. m.        | ft. in.       |
|              |               | 9 13               | 4 6             |              | 11 46         |                    | 4 6             |              | 11 46         |
|              |               | 6 0                | 6 1             |              | 1 22          |                    | 4 6             |              | 1 22          |
| Wed.         | 2             | h. m.              | ft. in.         | h. m.        | ft. in.       | Thurs.             | 3               | h. m.        | ft. in.       |
|              |               | 8 56               | 5 2             |              | 0 47          |                    | 1 53            |              | 1 53          |
|              |               | 7 0                | 6 3             |              | 1 38          |                    | 3 5             |              | 3 5           |
| Thurs.       | 3             | h. m.              | ft. in.         | h. m.        | ft. in.       | Fri.               | 4               | h. m.        | ft. in.       |
|              |               | 8 56               | 4 8             |              | 2 21          |                    | 1 6             |              | 1 6           |
|              |               | 7 50               | 6 3             |              | 2 19          |                    | 3 1             |              | 3 1           |
| Fri.         | 4             | h. m.              | ft. in.         | h. m.        | ft. in.       | Satur.             | 5               | h. m.        | ft. in.       |
|              |               | 9 0                | 5 1             |              | 2 53          |                    | 1 7             |              | 1 7           |
|              |               | 8 31               | 6 3             |              | 2 56          |                    | 2 2             |              | 2 2           |
| Satur.       | 5             | h. m.              | ft. in.         | h. m.        | ft. in.       | Sund.              | 6               | h. m.        | ft. in.       |
|              |               | 9 7                | 5 4             |              | 3 20          |                    | 1 8             |              | 1 8           |
|              |               | 9 6                | 6 3             |              | 3 31          |                    | 2 2             |              | 2 2           |
| Sund.        | 6             | h. m.              | ft. in.         | h. m.        | ft. in.       | Mon.               | 7               | h. m.        | ft. in.       |
|              |               | 9 17               | 5 7             |              | 3 46          |                    | 1 8             |              | 1 8           |
|              |               | 9 40               | 6 1             |              | 4 6           |                    | 1 8             |              | 1 8           |
| Mon.         | 7             | h. m.              | ft. in.         | h. m.        | ft. in.       |                    |                 |              |               |
|              |               | 10 13              | 5 9             |              | 4 6           |                    |                 |              |               |

ON SALE  
AT THE

**HONGKONG DAILY PRESS**

OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR

Giving all the Important Towns on route  
FROM CANTON TO WUCHOW





# **NAPIER JOHNSTONE'S**

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER  
50 YEARS.

SALE TO-DAY AS IN  
1745.

BEWARE OF  
IMITATIONS.

SOLE AGENTS IN HONGKONG  
LANE CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

## **NOTICES TO CONSIGNEES**

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"ASSAYE,"  
Arrived Hongkong on 27th March, 1913,  
FROM COLOMBO, COLOMBO AND  
SINGAPORE.

Consignees of cargo by the above-named  
vessel are hereby informed that their goods are  
being landed and placed at their risk in the  
Godowns and Godown Wharf and Godown  
Company's Godowns at Kowloon, where each  
Consignee will be sorted out Mark by Mark  
and delivery can be obtained as the Goods  
are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Macedonia,"

From Persia Gulf, ex s.s. B. I. S. N.

Optional Goods will be landed here unless  
instructions are given to the contrary within  
5 hours.

Goods not cleared within 8 days including  
date of arrival will be subject to rent.

No Fire Insurance will be effected by me  
in any case whatever.

Damaged packages must be left in the God-  
downs for examination by the Consignee, and  
the Company's Surveyors, Messrs. GODDARD  
and DOUGLAS, at 10 A.M. on MONDAYS and  
THURSDAYS. All claims must be presented  
within ten days of the steamer's arrival here,  
after which date they cannot be recognised.  
No claims will be admitted after the goods  
have left the Godowns.

E. A. HEWITT,  
Superintendent.

Hongkong, 28th March, 1913.

OSAKA SHOSHEN KAISHA

NOTICE TO CONSIGNEES.

FROM JAPAN.

THE Steamer

"SAIGON MARU,"

having arrived Consignees of Cargo are hereby  
informed that all goods are being landed and  
stored at their risk into the Godowns and/or  
extra hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
whereas, and/or from the Wharves delivery may  
be obtained.

Damaged packages must be left in the God-  
downs, where they will be examined on the  
2nd April, at 10 A.M. All Claims must be  
presented within Ten Days of the Steamer's  
arrival here, otherwise they will not be  
recognised.

No Fire Insurance will be effected by us in  
any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 28th March, 1913.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

"S.S. TENIO MARU."

Arrived Consignees of Cargo are hereby  
informed that all goods are being landed and  
stored at their risk into the Godowns and/or  
extra hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
whereas, and/or from the Wharves delivery may  
be obtained.

Damaged packages must be left in the God-  
downs, where they will be examined on the  
2nd April, at 10 A.M. All Claims must be  
presented within Ten Days of the Steamer's  
arrival here, otherwise they will not be  
recognised.

No Fire Insurance will be effected by us in  
any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 28th March, 1913.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

"S.S. TENIO MARU."

Arrived Consignees of Cargo are hereby  
informed that all goods are being landed and  
stored at their risk into the Godowns and/or  
extra hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
whereas, and/or from the Wharves delivery may  
be obtained.

Damaged packages must be left in the God-  
downs, where they will be examined on the  
2nd April, at 10 A.M. All Claims must be  
presented within Ten Days of the Steamer's  
arrival here, otherwise they will not be  
recognised.

No Fire Insurance will be effected by us in  
any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 28th March, 1913.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

"S.S. TENIO MARU."

Arrived Consignees of Cargo are hereby  
informed that all goods are being landed and  
stored at their risk into the Godowns and/or  
extra hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
whereas, and/or from the Wharves delivery may  
be obtained.

Damaged packages must be left in the God-  
downs, where they will be examined on the  
2nd April, at 10 A.M. All Claims must be  
presented within Ten Days of the Steamer's  
arrival here, otherwise they will not be  
recognised.

No Fire Insurance will be effected by us in  
any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 28th March, 1913.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

"S.S. TENIO MARU."

Arrived Consignees of Cargo are hereby  
informed that all goods are being landed and  
stored at their risk into the Godowns and/or  
extra hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
whereas, and/or from the Wharves delivery may  
be obtained.

Damaged packages must be left in the God-  
downs, where they will be examined on the  
2nd April, at 10 A.M. All Claims must be  
presented within Ten Days of the Steamer's  
arrival here, otherwise they will not be  
recognised.

No Fire Insurance will be effected by us in  
any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 28th March, 1913.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

"S.S. TENIO MARU."

Arrived Consignees of Cargo are hereby  
informed that all goods are being landed and  
stored at their risk into the Godowns and/or  
extra hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
whereas, and/or from the Wharves delivery may  
be obtained.

Damaged packages must be left in the God-  
downs, where they will be examined on the  
2nd April, at 10 A.M. All Claims must be  
presented within Ten Days of the Steamer's  
arrival here, otherwise they will not be  
recognised.

No Fire Insurance will be effected by us in  
any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 28th March, 1913.

TOYO KISEN KAISHA.

## **PROGRESS OF THE PANAMA CANAL.**

The purchase of two large dipper dredgers by the Isthmian Canal Commission is a tacit admission that the Panama Canal will not be finished by January 1, 1914, as has all along been predicted. It may be open to commerce at that time, but the dredging work will continue for at least a year more through the continental divide.

Colonel Goethals, upon his return from the United States, found that the slides in Culebra Cut not only had not grown less as the dry season advanced, but had actually increased. This fact resulted in the ordering of two 15 cubic yard dredgers at a cost of \$100,000, although up to that time it had been believed that all the dredging necessary on account of the slides could be accomplished by the large elevator dredger purchased in England a year ago. The new dredgers, which will not be ready until the beginning of January next, will be devoted for a year at least to digging out the sliding banks of the canal through the continental divide in the Culebra Cut. Already the amount of material excavated from these slides amounts to 20,000,000 cubic yards, about one-tenth of the total excavation of the canal, and before the moving hill-slides reach their slope of repose it is probable that half as much again will be added to the total excavation due to this cause.

Yet the plans for opening the canal in the autumn of this year have not been abandoned. On the contrary, all the lock building is being hurried on to that end. It is probable that the last of the lock work will be completed by October 1, when the lower gates at Miraflores will be ready for use. Meanwhile the water in Gatun Lake, already at 50ft. above sea level, will be raised gradually to 65ft. from the beginning of the rainy season in May. Then the great dyke that separates the lake from Culebra Cut, where steam shovels are now at work, will be dug out and the water will be allowed to flood this last section of the canal. The lake surface can then be raised rapidly to its normal level of 85ft. above mean tide, and ships may pass through. With only 65ft. of water in the lake, the least depth of water in the canal will be 25ft., and the largest vessels now in the Panama trade could pass through at this depth.

Ninety-five per cent. of the concrete of the locks is in place, and the machinery installation is going forward rapidly, quite up to schedule time. Ninety-five per cent. of the excavation work is also finished, and Gatun Dam is ready for the final height of the lake, the present work being merely that of paving the lake slope with rock and reinforcing the great fill in a few places. Yet the working force is at its highest point, over 40,000 men being employed, and it cannot be said that any one part of the canal is actually completed. By July 1 the excavation in Culebra Cut will be confined to about a mile of its length, and the dredging in the sea-level entrances will be practically completed, while by August 1 it will be possible to bring dredgers through Gatun locks from the Atlantic entrance to begin the digging of slides in Culebra Cut.

At no time has it been thought that the construction of terminal quays and piers and of the fortifications would be finished by January 1, 1914, the prediction with regard to the use of the canal at that time referring only to the possibility of passing commercial vessels through from ocean to ocean, should it be decided to open the waterway to commerce before all the work is completed.

## **£60,000 LOST IN A DAY.**

FATE OF A SINGER AND HIS "ONLY FRIEND."

Giving evidence on the 7th inst. at the inquest on Jean Dimitresco, who was found shot in a lane near Brighton, together with his dog—described in a note found beside them as "my only friend"—the widow said her husband was a Rumanian singer. By singing in Europe he accumulated £60,000, but all this was recently lost in a single day by speculation.

They came to England hoping to make a living by teaching and singing, she added, but he was practically unable to get engagements and she did only a little. She had been ill for three months. A few days ago she gave him her last shilling. He was in great depression and said the only thing to do was to kill himself.

The jury returned a verdict of suicide during temporary insanity and expressed their sympathy with the widow.

## **CHINA'S NEW ASSEMBLY.**

ESTIMATE OF NUMBERS.

Inquiries as to the numbers of the members of the new Assembly now in Peking, wrote the *N. C. Daily News* correspondent on the 21st inst., give 174 as the total, divided as follows between the different parties:—

Kuomingtang ..... 100  
Kunghotang ..... 24  
Minchotang ..... 13  
Tungting ..... 18  
Independent ..... 19

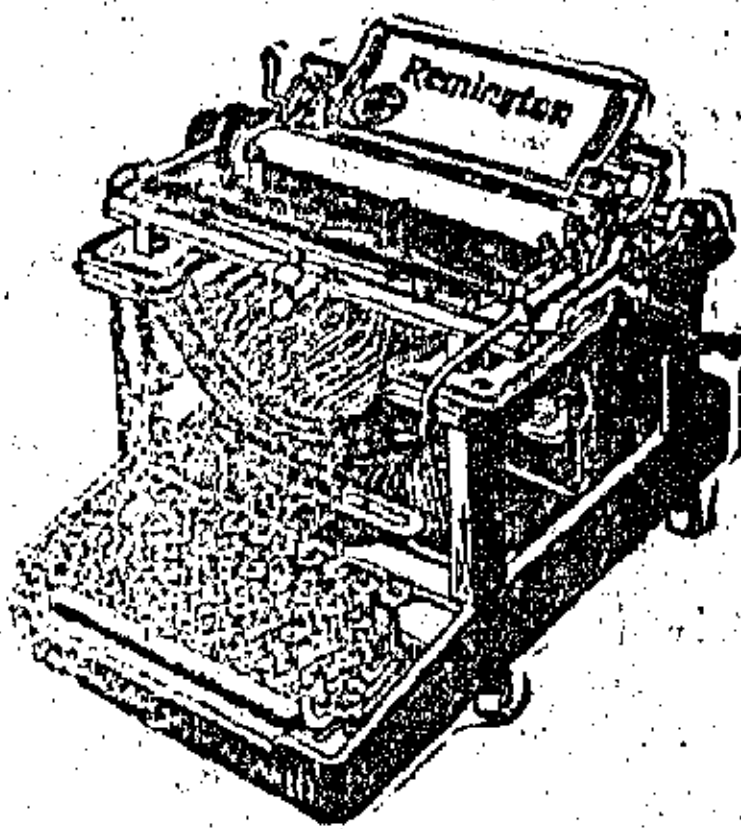
Although April 1st has been fixed for the opening of Parliament, it is a question if numbers sufficient to form a quorum will have arrived in Peking by then. Regular sittings for business, therefore, may not commence until a later date.

## **FRIENDS FOR SEVENTY YEARS.**

A romance of life-long friendship has been disclosed in the death of William Becker, of Diss, Norfolk, at the age of eighty-three.

When they were boys Mr. Becker and a comrade named Charles Silver went to America. There in time they made fortunes and married, but it was not until they returned together to England twelve years ago that they then both married again. Their wives being widowed sisters. The four had been children together.

Mr. Silver died recently at eighty-one, and grief at his loss hastened the death of his life-long friend.



## **INTIMATION**

THE  
**Remington**

Typewriter

IS THE  
**PERPETUAL**

**PIONEER**

The No. 10 and No. 11 VISIBLE REMINGTON MODELS are the latest expressions of Remington leadership. They represent the sum total of all Typewriter Achievement—past and present.

They contain every merit that the Remington has always had, and every merit that any Writing Machine has ever had.

They contain, in addition, new and fundamental improvements that no typewriter has ever had; among them the FIRST COLUMN SELECTOR, the FIRST BUILT-IN TABULATOR and the FIRST, KEY-SET TABULATOR. These improvements are the latest contributions to Typewriter Progress, and they are Remington contributions—every one.

The Remington, the Original Pioneer in the Typewriter field, is the present-day Pioneer in all new Developments of the Writing Machine.

**REMINGTON TYPEWRITER CO.**  
(INCORPORATED).

**SIEMSEN & Co., (MACHINERY DEPT.),**

HONGKONG AND CANTON. General Agents for South China, Formosa, etc.  
N.B.—Please write and return of post will bring you free of charge an illustrated booklet, "Touch Method Typewriter Instructor," invaluable to all using a Typewriter Machine. [43]

## **ONE-HOUR LUNCHEONS.**

QUICK MEAL AND SHORT STOP LIST FOR  
HONOURABLE GUESTS.

The one-hour luncheons inaugurated by the Royal Colonial Institute in 1911 and given in London to distinguished citizens of the Empire have proved so successful, says a London paper, that they are being imitated by other bodies and commercial firms wishing to honour visitors. The meal, the toast of "The King," the chairman's toast of "The Guest," and the guest's reply are all compressed into an hour.

At first London hotel managers stood aghast at the idea of supplying London business men with luncheon in half an hour, the time allotted for the meal, but the Royal Colonial Institute has proved that it can be done, and the following was the menu at the last luncheon:—

Hors-d'œuvre.  
Filets de Barbeue bonne femme.  
Côtelettes de Mouton Réformé. Haricots  
verts à l'Anglaise. Pommes rissolées.  
Riz Impérial.  
Café.

The toast of "The King" and "The Guest" occupy only five minutes or so, and the guest is left from twenty to twenty-five minutes to reply. Among those who have been entertained in this way are Sir Elliott Lewis, ex-Premier of Tasmania; Sir Charles Pelletier, Agent-General for Quebec; the Hon. James Allen, Minister of Defence and Finance for New Zealand; and the Hon. J. Scaddan, Premier of Western Australia.

The idea comes from Canada, where one-hour luncheons are very popular. Every town in the Dominion, and almost every village has its branch of the Canadian Club, whose object is to foster patriotism and incidentally to entertain at luncheon every person of note who happens to be "passing through." No caterer is employed, but a room is engaged and all the other arrangements are left to the ladies of the town, banded together as "Daughters of Empire."

## **MRS. TAFT'S REIGN AT THE WHITE HOUSE.**

HER SUCCESSOR'S ECONOMY.

Mrs. Woodrow Wilson, who has become the mistress of the White House, is an outspoken opponent of extravagance in dress, and recently stated that she was making no attempt to acquire an elaborate wardrobe "for my Washington debut."

She was asked if she regarded \$200 a year a sufficient sum for a woman in society to dress on and replied: "I regard it as a very small sum. I have never spent anything like that amount of money on my clothes." This reply has been the subject of much comment among the fashionable women of Washington, who express the unanimous opinion that Mrs. Wilson will find herself obliged greatly to augment her expenditure on dress before she occupies the White House many months.

"Mrs. Wilson may be able to do it, but we cannot," was the general opinion.

THE LIVING COSTS.

According to a close friend of Mrs. Taft, a mistress of the White House cannot manage with less than the following outfit:—

Four evening gowns, at £60 ..... £600  
Four street dresses each season at an average of £10, making for the four seasons ..... £160  
Two afternoon dresses each season, at £20 each ..... £160  
Three afternoon reception gowns for each season, at £15 ..... £180  
Hats, gloves, etc. .... £800

Total ..... £1,400

Mrs. Wilson's only comment on this estimate is: "My daughters and myself are not fond of clothes in the sense that many women are. I do not deprecate the liking for good clothes by any woman, but I am perfectly sure that ladies who spend a large portion of their time in shopping for pretty things and standing hours to be fitted will not find real happiness."

"I like to be tastefully gowned, but I think that a woman would acquire real happiness in being interested in things much more worth while."

## **PASSENGERS.**

Per *Anhus*, from Shanghai, Messrs. von der Berg and Wilson.

Per *Yarack*, from Hongkong, from Kobe. Mr. E. Wallach, Mr. G. Delamere, Mr. G. Tabler, and Miss L. Thompson; from Shanghai, Mr. B. Mezie, Mr. S. A. Levy, Messrs. Hemerding, Mr. Penberton, Mr. C. J. Anderson, Mr. S. A. Levy, Messrs. Hemerding, Mr. Mathews, Mr. Anerzani, Mr. and Mrs. Flanagan, Mr. A. M. E. Nathan, Mr. Robbins, and Mr. O. Strupe.

## **SHIPPING IN PORT.**

STEAMERS.

BILBSTER, British str., 2,760, D. Cantell, 20th March—Seattle via Moji 3rd February, General.—Bank Line, Ltd.  
BORNEO, German str., 1,344, F. Semblitt, 22nd March—Sandakan 17th March. Timber.—Melchers & Co.  
CHIHUI, British str., McGarity, 28th March—Chefoo 20th March, Beans.—Butterfield & Swire.  
CHUYEN, Chinese str., 1,267, E. H. Pratt, 24th March—Shanghai 20th March, General.—Chinese.  
CHOISING, German str., 1,021, Brahn, 28th March—Bangkok 20th March, General.—Butterfield & Swire.  
CHOYANG, British str., 1,424, M. Courtney, 26th March—Swatow 26th March, General.—Jardine, Matheson & Co.  
ELERIE, British str., 2,304, R. T. Thompson, 26th March—Cardiff 17th March, General.—Order.  
EMPRESS OF INDIA, British str., 5,041, 14th March—Vancouver and Shanghai 12th March, Mails and General.—Pacific Railway Co.  
HAICHING, British str., 1,426, W. Passmore, 26th March—Fochow, Amoy and Swatow 28th March, General.—Douglas, Lapraik & Co.  
HALDIS, Norwegian str., 1,085, J. Jorgensen, 30th March—Bangkok 20th March, Rice.—Aagaard, Thorsen & Co.  
HELENE, German str., 777, Jebson, 26th March—Swatow 28th March, General.—Jebson & Co.  
HONGKONG, French str., 739, Marguerite, 30th March—Haiphong 27th March, 28th March, General.—A. R. Marty.  
KJELMA, Norwegian str., 910, T. Helleson, 30th March—Saigon 15th March, General.—Order.  
KWANGLO, Chinese str., 1,462, MacArthur, 26th March—Shanghai 25th March, General.—C. M. S. N. Co.  
LAERTES, British str., 1,640, W. Wassin, 30th March—Saigon 24th March, Rice.—Order.  
LAISANG, British str., 2,225, E. J. Tadd, 27th March—Singapore 21st March, General.—Jardine, Matheson & Co.  
MATHILDE, German str., 831, G. Schickler, 26th March—Haiphong and Hoihow 28th March, General.—Jebson & Co.  
MAUSANG, British str., 1,644, A. Corneek, 27th March—Sandakan 21st March, General.—Jardine, Matheson & Co.  
NIPPON MARU, Japanese str., 3,452, A. G. Stevens, 21st March—San Francisco 21st February, Flour and General.—Nippon Yusen Kaisha.

ORTERIE, British str., 4,108, R. J. Howie, 26th March—Seattle 1st March, Flour and General.—Bank Line, Ltd.  
PETCHABURI, German str., 1,377, C. Gosewicz, 27th March—Bangkok 18th March, Rice.—Butterfield & Swire.  
PRAA, NANG, German str., 1,023, N. G. Major, 21st March—Saigon 17th March, Rice and General.—Chinese.  
PANAMA MARU, Japanese str., 3,200, Kanno, 23rd March—Shanghai 20th March, General.—Osaka Shosen Kaisha.

SABINE RICKMERS, Dutch str., 573, de Vries, 26th March—Swatow 25th March, Ballast.—Asiatic Petroleum Co.  
SADO MARU, Japanese str., 3,380, K. Asakawa, 30th March—Seattle 24th February, M'dse.—Nippon Yusen Kaisha.

SI-KIANG, French str., 605, O. Henry, 20th March—Haiphong 18th March, General.—M. M.  
STHONIA, German str., 5,618, B. Kotzke, 29th March—Singapore 23rd March, General.—Hamburg-America Line.  
SOSHIU MARU, Japanese str., 1,110, K. Tashiro, 28th March—Swatow 27th March, General.—Osaka Shosen Kaisha.

ST. ALBANS, British str., 2,578, W. G. McArthur, 30th March—Moji, Yokohama and Kobe 26th March, General.—Gibb, Livingstone & Co.  
TEAN, British str., 1,351, Outerbridge, 28th March—Manila 20th March, General.—Butterfield & Swire.

TENYO MARU, Japanese str., 7,258, Ernest Pent, 28th March—San Francisco 1st March, General.—Toyo Kisen Kaisha.  
TUKIKI, Dutch str., 1,234, A. Lakoy, 21st March—Japan 18th March, Sugar.—J. C. J. Lijn.

TENONIS, Norwegian str., 1,639, C. L. Halvorsen, 22nd March—Bangkok 13th March, Rice.—Chinese.  
UNKAI MARU, Japanese str., 2,276, Yamamoto, 28th March—Dairen 23rd March, Coal.—Mitsui Bussan Kaisha.  
URAZO MARU, Japanese str., 545, Yamada, 22nd March—Amoy 20th March, N.I.—Mitsui Bussan Kaisha.

WONGKONG, German str., 1,115, H. Oitmann, 30th March—Bangkok 21st March, Rice.—Butterfield & Swire.

## **VISITORS AT HOTELS.**

HONGKONG HOTEL.

Mr. H. J. Allen  
Mr. R. J. Anwyll  
Miss Arliss  
Mr. M. E. Bandmann  
Mr. M. Bartlett  
Mr. A. T. Barberini  
Mr. E. L. Bate  
Mr. E. A. Beaumont  
Mr. M. Belden  
Mr. G. A. Bena  
Capt. C. R. Boynton  
Mr. M. S. Bishop  
Dr. M. N. Black  
Mr. N. F. Blanch  
Mr. G. Block  
Mr. F. Bonnet  
Mr. G. Bowack  
Mr. C. Brandes  
Mr. H. Bridges  
Mrs. L. R. Brooks and child

Mr. Th. van Hunt  
Capt. Hunter, R.N.  
Capt. B. James  
Mr. & Mrs. H. W. Kent  
Major Keays  
Mr. H. Keeler  
Mr. E. N. King  
Mr. A. Krasnow  
Mr. & Mrs. H. Laughlin  
Jr. and maid  
Master H. Laughlin  
Miss G. O. Leary  
Mrs. A. W. von Lilienthal  
Capt. C. Lindbergh  
Mr. G. T. Lloyd  
Mr. P. Lyson  
Dr. E. L. Martyn Lobb  
Capt. W. von Lilienthal

Mr. & Mrs. P. R. Brooks  
Mr. A. J. Cambridge  
Mrs. Carson  
Baroness Calers  
Mrs. Chapuis  
Mr. J. S. Chalmers  
Mr. L. W. Cherry and family  
Mrs. C. L. Church  
Mr. & Mrs. F. Clarke  
Mr. A. A. Chatterton  
Mr. & Mrs. B. Cobb  
Mr. C. D. Malabarne  
Mr. B. E. Mehta  
Mr. J. Meckel  
Mr. C. Mear  
Mr. & Mrs. A. M. Mills  
Miss Milne  
Mr. J. D. F. Mulder  
Mr. J. Ormiston  
Dr. & Mrs. H. S. Paine  
Mr. E. E. Parsons  
Mr. & Mrs. W. Hutton  
Mr. & Mrs. Preston  
Miss M. F. Randolph  
Mr. E. B. Ray  
Miss A. M. Read  
Miss F. Reay  
Mr. & Mrs. Ritchie  
Mr. E. Rommens  
Lt. Col. & Mrs. Roome  
Miss L. Rosenberg  
Mr. R. G. Ross  
Mr. & Mrs. Rousseau  
Miss K. A. Sawyer  
Mrs. N. H. Schlegel  
Mr. W. Schmidt  
Mr. P. Schalkhoffer  
Mrs. H. W. Seale  
Mr. E. H. Sharp  
Mr. J. O. Sibley  
Mrs. G. V. Sifford and child  
Mr. M. W. Slade, K.C.  
Mr. & Mrs. E. E. Smith  
Capt. Hon. & Mrs. Shackleton Smyth  
Mr. W. Scarby  
Mr. S. Spire  
Mr. & Mrs. J. J. Spittles  
Lt. & Mrs. C. E. Steiner  
Mr. F. K. Stearns  
Miss Square  
Mr. P. D. Sutherland  
Mr. H. E. Swaffield  
Mr. J. E. Thorne  
Mrs. H. L. Thomas  
Mr. M. Tobias  
Mr. F. L. Trevor  
Mrs. M. E. Waterbury  
Mr. W. H. Wakefield  
Mr. & Mrs. D. Watson  
Mr. H. Watkins  
Mr. & Mrs. B. Webb  
Mr. & Mrs. A. Wall  
Mr. W. F. Wenyon  
Mr. D. M. Whelan  
Mr. & Mrs. R. E. L. Winter  
Mr. & Mrs. F. Winkler  
Mr. M. Williamson  
Mr. G. G. Wood

KING EDWARD HOTEL.

Mr. & Mrs. J. H. N. Mody  
Capt. G. D. Mills  
Mr. M. F. Murray  
Miss E. M. Nation  
Mr. A. P. Nobbs  
Mr. E. H. Parrott  
Capt. & Mrs. Passmore  
Mr. C. Peel  
Miss F. Saunders  
Mr. A. H. Sayce  
Mr. & Mrs. Schenk  
Mrs. H. Sidebottom  
Dr. Sibire  
Mrs. Smith  
Miss M. B. Smith  
Mr. H. S. Spurge  
Capt. & Mrs. A. H. Stewart and child

Mr. L. A. Thomas  
Mr. C. Thiley  
Mr. Walker  
Mr. G. C. Whit







**THE BANK LINE, Ltd.**

(ANDREW WEIR &amp; CO.)

**TRANS-PACIFIC SERVICE.**

STEAMERS WILL BE DESPATCHED AT REGULAR INTERVALS FROM

**HONGKONG**

TO

**VICTORIA, VANCOUVER, B.C.****SEATTLE & TACOMA.**

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED.**

TELEPHONE No. 780, KING'S BUILDING, PRINCE CENTRAL.

**NEW YORK LINE.**

REGULAR SERVICE FROM

JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the

AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—

**THE BANK LINE, LIMITED,**

MANAGING AGENTS.

**AFRICAN LINES.****ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

**THE BANK LINE, LIMITED,**

MANAGING AGENTS.

**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:

Connecting with "KATANGA" 12th April.

For Rates and Further Information, apply to—

**THE BANK LINE, LIMITED,**

MANAGING AGENTS.

138-39-40

**"THE BIG 4" of the PACIFIC MAIL S.S. CO.**

| STEAMERS. | Tons                      | Starting |
|-----------|---------------------------|----------|
| MONGOLIA  | 27,000 tons, twin screws. |          |
| MANCHURIA | 27,000 tons, twin screws. |          |
| KOREA     | 18,000 tons, twin screws. |          |
| SIBERIA   | 18,000 tons, twin screws. |          |
| NILE      | 11,000 tons.              |          |
| CHINA     | 10,200 tons.              |          |
| PERIA     | 9,000 tons.               |          |

COMFORT.

FROM HONGKONG calling at

SHANGHAI, NAGASAKI,

KOBE (via Inland Sea),

YOKOHAMA and HONO-

LULU (the Paradise of the

Pacific) through Service via

NEW YORK to Europe.

SPEED.

**SOME FEATURES OF SERVICE.**

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unparalleled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £8 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES for Officers, Army, Navy, Consular or Civil Service, on application.

| STEAMERS. | Tons   | Starting                       |
|-----------|--------|--------------------------------|
| PERIA     | 9,000  | TUESDAY, 15th April, at 3 P.M. |
| KOREA     | 18,000 | TUESDAY, 22nd April, at 1 P.M. |
| SIBERIA   | 18,000 | TUESDAY, 6th May, at 1 P.M.    |
| CHINA     | 10,200 | TUESDAY, 13th May, at 3 P.M.   |
| MANCHURIA | 27,000 | TUESDAY, 20th May, at 1 P.M.   |
| NILE      | 11,000 | TUESDAY, 3rd June, at 3 P.M.   |
| MONGOLIA  | 27,000 | TUESDAY, 10th June, at 1 P.M.  |
| PERIA     | 9,000  | TUESDAY, 1st July, at 3 P.M.   |

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

**HONGKONG-MANILA SERVICE.**

| FROM HONGKONG.  | Arrive Manila. | Leave Manila. | Due Hongkong.       |
|-----------------|----------------|---------------|---------------------|
| 15th Apr. PERIA | 17th Apr.      | 15th Apr.     | 7th Apr.            |
| 13th May CHINA  | 15th May.      | 13th Apr.     | 15th Apr.           |
| 3rd June NILE   | 5th June.      | 3rd May.      | 5th May.            |
| 29th July CHINA | 31st July.     | 11th May.     | MANCHURIA 13th May. |

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915

**HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 1st April, 1913.

8 a.m. "HONAM." 8 a.m. "KINSHAN."

10 p.m. "FATSHAN." 5 p.m. "HEUNGSHAN."

WEDNESDAY, 2nd April, 1913.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

**HONGKONG-MACAO LINE.**

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

**EXCURSION TO MACAO.**

SUNDAY, 6th April, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from

Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,

and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

**FARES AS USUAL.**

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

**CANTON-WUCHOW LINE.**

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the

Company's direct steamers "LINAN" and "SANGU." These vessels have superior

Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**

Hotel Manoles (First Floor), opposite the Blake Pier.

**PENINSULAR & ORIENTAL****STEAM NAVIGATION CO.**PROPOSED SAILINGS OF MAIL STEAMERS  
HOMEWARD PASSENGER SEASON 1913.**MARSEILLES AND LONDON**TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | Leave to HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | Due MARSEILLES (Brindisi) 2 days earlier | Due LONDON (London) 1 day later |
|----------|-------------------|---------------------------------------------------------|------------------------------------------|---------------------------------|
| Steamer  | Noon, SATURDAY    | Steamer                                                 | SATURDAY                                 | FRIDAY                          |
| ASSAYE   | April 12          | MONGOLIA                                                | May 10                                   | May 16                          |
| DEVANHA  | April 25          | MACDONIA                                                | May 24                                   | May 30                          |
| CHINA    | May 10            | HALWA                                                   | June 7                                   | June 13                         |
| DELTA    | May 24            | MOULTAN                                                 | June 22                                  | June 28                         |
| ASSAYE   | June 7            | MOBEA                                                   | July 6                                   | July 12                         |
| ARCADIA  | June 31           | MAEMOHA                                                 | July 20                                  | July 26                         |
| DEVANHA  | July 5            | MEDINA                                                  | Aug. 3                                   | Aug. 9                          |
| CHINA    | July 19           | MOLDAVIA                                                | Aug. 17                                  | Aug. 23                         |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to

the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in

Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd SALOON £48.10 SINGLE, £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

| STEAMERS | Leave HONGKONG About | Due MARSEILLES About | Due LONDON About |
|----------|----------------------|----------------------|------------------|
| NANKIN   | April 2              | May 4                | May 14           |
| NYANZA   | April 16             | May 18               | May 28           |
| NOBE     | April 30             | June 3               | June 13          |
| NILE     | May 14               | June 17              | June 27          |
| PALAWAN  | May 28               | July 2               | July 11          |
| SUMATRA  | June 11              | July 16              | July 25          |
| NURIA    | June 25              | July 31              | Aug. 10          |
| SUNDA    | July 9               | Aug. 14              | Aug. 24          |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE.

FARES TO LONDON:

1st SALOON £55.00 SINGLE, £82.10 RETURN.

2nd SALOON £39.10 SINGLE, £57.4 RETURN.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

**E. A. HEWETT,**

SUPERINTENDENT

**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

**PROJECTED SAILINGS FROM HONGKONG—**

SUBJECT TO ALTERATION.

| DESTINATIONS                                                                       | STEAMERS AND DISPLACEMENT        | TONS   | SAILING DATES                    |
|------------------------------------------------------------------------------------|----------------------------------|--------|----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID | KITANO MARU<br>Capt. F. E. Cope, | 16,000 | WED'DAY, 9th April, at Daylight  |
|                                                                                    | IYO MARU<br>Capt. Hirase,        | 12,500 | WED'DAY, 23rd April, at D'light  |
| VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA      | SADO MARU<br>Capt. K. Asakawa,   | 12,500 | TUESDAY, 8th April, at Noon      |
|                                                                                    | YOKOHAMA MARU<br>Capt. N. Noda,  | 12,500 | TUESDAY, 22nd April, at Noon     |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE         | YAWATA MARU<br>Capt. T. Sakino,  | 7,000  | WED'DAY, 9th April, at Noon      |
|                                                                                    | INABA MARU<br>Capt. M. Winkler,  | 12,500 | WED'DAY, 7th May, at Noon        |
| CALCUTTA via SINGAPORE, PENANG & RANGOON                                           | CEYLON MARU<br>Capt. Terawa,     | 12,000 | SATURDAY, 5th April              |
| BOMBAY via SINGAPORE, and COLOMBO                                                  | RANGOON MARU<br>Capt. Kamoshita, | 10,000 | MONDAY, 14th April               |
| KOBE and YOKOHAMA                                                                  | TANGO MARU<br>Capt. K. Kawara,   | 13,500 | THURSDAY, 10th April, at 11 a.m. |
| KOBE and YOKOHAMA                                                                  | TOSA MARU<br>Capt. T. Sato,      | 12,000 | TUESDAY, 1st April               |
| NAGASAKI, KOBE & YOKOHAMA                                                          | NIKKO MARU<br>Capt. Yagi,        | 9,600  | WED'DAY, 9th April, at Noon      |
| SHANGHAI, MOJI and KOBE                                                            | SANUKI MARU<br>Capt. Richards,   | 12,500 | WED'DAY, 9th April               |

5 Fitted with New System of Wireless Telegraphy.

1 Cargo only

**1913 PASSENGER SEASON 1913****FOR EUROPE.**

| STEAMER     | TONS   | DISPLACEMENT | LEAVING HONGKONG |
|-------------|--------|--------------|------------------|
| KITANO MARU | 16,000 | 16,000       | 9th April        |
| IYO         | 12,500 | 12,500       | 23rd April       |
| HIRANO      | 16,000 | 16,000       | 7th May          |
| TANGO       | 13,500 | 13,500       | 21st May         |
| KAMO        | 16,000 | 16,000       | 4th June         |

**FOR AMERICA.**

| STEAMER   | TONS   | DISPLACEMENT | LEAVING HONGKONG |
|-----------|--------|--------------|------------------|
| SADO MARU | 12,500 | 12,500       | 8th April        |
| YOKOHAMA  | 12,500 | 12,500       | 22nd April       |
| SHIZUOKA  | 12,500 | 12,500       | 20th May         |
| TAMBA     | 12,500 | 12,500       | 3rd June         |
| AWA       | 12,500 | 12,500       | 17th June        |

For Further Information as to Freight, Sailing, &amp;c., apply to—

**T. KUSUMOTO, MANAGER.**

TELEPHONE Nos. 292 and 1241.

111-12-15

**SAN FRANCISCO****SCENIC ROUTE**

TRANS-PACIFIC

**TOYO-KISEN KAISHA!**

TRANS-CONTINENTAL

**WESTERN PACIFIC****DENVER AND RIO GRANDE.**

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU... 22,000 tons.

S.S. CHIYO MARU... 22,000 tons.

S.S. SHINYO MARU... 22,000 tons.

AND

S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and

HONOLULU. Semi-tropical route—String Orchestra. Daily tank bathing, cricket,

baseball, games and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC—DENVER AND RIO GRANDE.**

The T.K.K. lines connect at San Francisco with the palatial trains of the Western

Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist's Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the

Sierras—Fleather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York (Transatlantic Steamers)

and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for

Ticket form No. 626.

**C. LACY GOODRICH,**

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

57

**AUSTRIAN LLOYD.**

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.

S.S. "KORBERG," 9,000 tons, will leave as above on 13th April at 5 p.m.

Superior accommodation for 1st, 2nd and 3rd class passengers, no surcharge, no tips, no inside Cabins. Doctor,

Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ and PORT SAID.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 7th April.

These Steamers of large tonnage are fitted with complete and most class accommodation for Saloon

Passengers. No Surcharge. Doctor, Stewardesses, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:

Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £2.16.

BY ST. GOTTHARD EXPRESS:

Via Venice, Milan, St. Gotthard, Lucerne, Bern, Lausanne, Class I £3.15, II £2.16.

BY SEMMERING EXPRESS:

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £2.11, II £1.12.

BY TAVERNIER EXPRESS:

Via Munich, Cologne, Hook or Flushing, Class I £2.11, II £1.12.

TO



## PENINSULAR &amp; ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR                                                                         | STEAMERS                            | TO SAIL               | REMARKS                    |
|-----------------------------------------------------------------------------|-------------------------------------|-----------------------|----------------------------|
| LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES | NANKIN<br>Capt. Owen Jones, R.N.    | 30 A.M.<br>2nd April. | Freight and Passage.       |
| SHANGHAI, MOJI, KOBE AND YOKOHAMA                                           | NILE<br>Capt. H. Powell             | About 4th April.      | Freight and Passage.       |
| SHANGHAI                                                                    | DEVANHA<br>Capt. W. R. Hickey       | About 10th April.     | Freight and Passage.       |
| LONDON VIA USUAL PORTS OF CALL                                              | ASSAYE<br>Capt. G. W. Cookman, R.N. | 12th April.           | See Special Advertisement. |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWITT,

Superintendent.

Hongkong, 31st March, 1913.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR                     | STEAMERS  | TO SAIL             |
|-------------------------|-----------|---------------------|
| MANILA, CEBU AND ILOILO | "TEAN"    | On 1st Apr., 4 P.M. |
| SHANGHAI                | "ANHUI"   | On 3rd Apr., 4 P.M. |
| SHANGHAI                | "CHENAN"  | On 5th Apr., 4 P.M. |
| SHANGHAI                | "CHINUA"  | On 8th Apr., Noon.  |
| MANILA, CEBU AND ILOILO | "KAIFONG" | On 8th Apr., 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the Grantham at Wharfedale.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—BUTTERFIELD &amp; SWIRE, AGENTS

Hongkong, 1st April, 1913. TELEPHONE 36.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP  | CAPTAIN              | LEAVING                         |
|------------|----------------------|---------------------------------|
| "HAICHING" | Capt. W. C. Passmore | WED'DAY, 2nd April, at D'light. |
| "HAIYAN"   | Capt. J. S. Beach    | FRIDAY, 4th April, at 10 A.M.   |
| "HAIYANG"  | Capt. A. E. Hodgkin  | TUESDAY, 8th April, at 11 A.M.  |

\* This Steamer will not call at Swatow.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

|          |                   |                                |
|----------|-------------------|--------------------------------|
| "HAIMUN" | Capt. J. W. Evans | WED'DAY, 2nd April, at 11 A.M. |
|          |                   | SUNDAY, 6th April, at 10 A.M.  |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—DOUGLAS, LAPRAIK &amp; Co., GENERAL MANAGERS.

Hongkong, 1st April, 1913.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LTD.MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

| STEAMERS   | ARRIVE HONGKONG<br>FROM AUSTRALIA | LEAVE HONGKONG<br>FOR AUSTRALIA |
|------------|-----------------------------------|---------------------------------|
| ST. ALBANS | ...                               | On 1st Apr., 11 A.M.            |
| EASTERN    | ...                               | On 26th Apr., 11 A.M.           |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Lane have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON &amp; Co., AGENTS.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Canada, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

|                   |            |
|-------------------|------------|
| S.S. BOYNE        | 5th Apr.   |
| S.S. LIBERIA      | 13th Apr.  |
| S.S. ALEXIA       | 17th Apr.  |
| S.S. SEGORIA      | 8th May.   |
| S.S. FURST BUELOW | 19th May.  |
| S.S. BIRKENFELS   | 24th May.  |
| S.S. SAXONIA      | 24th May.  |
| S.S. PREUSSEN     | 24th June. |

For Further Particulars, apply to—

HOMEWARD.

|                                           |                 |           |
|-------------------------------------------|-----------------|-----------|
| FOR HAVRE & HAMBURG:                      | S.S. SCANDIA    | 16th Apr. |
| FOR MARSEILLES & HAMBURG:                 | S.S. SPEZIA     | 17th Apr. |
| FOR ROTTERDAM, BREMEN, HAMBURG & ANTWERP: | S.S. BACHSEN    | 18th Apr. |
| FOR HAVRE, HAMBURG & ANTWERP:             | S.S. SENEGAMBIA | 21st Apr. |
| FOR HAVRE, BREMEN & HAMBURG:              | S.S. LIBERIA    | 14th May. |
| FOR ROTTERDAM, BREMEN & HAMBURG:          | S.S. BAYERN     | 20th May. |

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 1st April, 1913.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU  
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

"NIPPON MARU"  
INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS    | CAPTAIN       | DATE OF SAILING               |
|-------------|---------------|-------------------------------|
| NIPPON MARU | A. G. Stevens | SATURDAY, 5th April, Noon.    |
| TENYO MARU  | E. Bent       | TUESDAY, 8th April, at Noon.  |
| SHINYO MARU | H. S. Smith   | TUESDAY, 29th April, at Noon. |
| CHIYO MARU  | W. W. Greene  | TUESDAY, 27th May, at Noon.   |

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on SATURDAY, the 5th April, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS      | TONS   | DATE OF SAILING              |
|---------------|--------|------------------------------|
| BUYO MARU     | 10,500 | THURSDAY, 3rd Apr., at Noon. |
| HONGKONG MARU | 11,000 | WED'DAY, 4th June, at Noon.  |
| KIYO MARU     | 10,500 | TUESDAY, 5th Aug., at Noon.  |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

## PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN   | FOR                              | SAILED DATE          |
|-----------|------|-----------|----------------------------------|----------------------|
| ZAFIRO    | 4000 | McMurray  | Manila, Mangarin, Hullo and Cebu | On 7th Apr., 4 P.M.  |
| RUBI      | 4000 | J. Miller | Manila, Mangarin, Hullo and Cebu | On 17th Apr., 4 P.M. |

For Freight or Passage, apply to SHEWAN, TOMES &amp; Co., General Managers, PHILIPPINES S.S. Co.

Hongkong, 31st March, 1913.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC LINE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

| Steamer        | Captain      | Leaving                        |
|----------------|--------------|--------------------------------|
| "PANAMA MARU"  | J. Kase      | WED'DAY, 2nd April, at 2 P.M.  |
| "SEATTLE MARU" | T. Saito     | TUESDAY, 2nd April, at 2 P.M.  |
| "MEXICO MARU"  | N. Kobayashi | WED'DAY, 30th April, at 2 P.M. |
| "CHICAGO MARU" | S. Nemoto    | SATURDAY, 17th May, at 2 P.M.  |
| "CANADA MARU"  | K. Hori      | WED'DAY, 28th May, at 2 P.M.   |
| "TACOMA MARU"  | T. Hamada    | THURSDAY, 12th June, at 2 P.M. |

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and YOKOHAMA.

† Calling at MOJI, KOBE, YOKOHAMA, and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PENANG &amp; COLOMBO.

| Steamer       | Captain      | Leaving                         |
|---------------|--------------|---------------------------------|
| "J. MARU"     | K. Komiya    | SATURDAY, 26th April, at 4 P.M. |
| "J. MARU"     | H. Yamamoto  | SUNDAY, 25th May, at 4 P.M.     |
| "SAIGON MARU" | T. Yamaguchi | SATURDAY, 26th June, at 4 P.M.  |

FOR KOBE.

| Steamer       | Captain      | Leaving                         |
|---------------|--------------|---------------------------------|
| "LUZON MARU"  | H. Yamamoto  | SATURDAY, 19th April, at 4 P.M. |
| "SAIGON MARU" | T. Yamaguchi | WED'DAY, 21st May, at 4 P.M.    |
| "INDO MARU"   | K. Komiya    | SUNDAY, 22nd June, at 4 P.M.    |

## CHINA &amp; FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

| Steamer     | Captain     | Leaving                      |
|-------------|-------------|------------------------------|
| "KAIO MARU" | Y. Yamamoto | WED'DAY, 9th April, at Noon. |

FOR TAMSUI VIA SWATOW AND AMOY.

| Steamer       | Captain      | Leaving                      |
|---------------|--------------|------------------------------|
| "DAIGI MARU"  | S. Tokushige | SUNDAY, 6th April, at Noon.  |
| "DAIJIN MARU" | M. Nagano    | SUNDAY, 13th April, at Noon. |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| Steamer      | Captain    | Leaving                       |
|--------------|------------|-------------------------------|
| "SOSHU MARU" | K. Tashiro | WED'DAY, 2nd April, at 8 A.M. |

FOR CANTON.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA, MANAGER

Second Floor, No. 1, Queen's Building.

## MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
VIA SHANGHAI.

| FOR                         | STEAMER    | TO SAIL                |
|-----------------------------|------------|------------------------|
| SHANGHAI, KOBE AND YOKOHAMA | AMAZONE    | On 7th Apr., at 7 A.M. |
| MARSEILLES, VIA PORTS       | ATLANTIQUE | On 8th Apr., at 1 P.M. |

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interprotest meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, AGENT,  
QUEEN'S BUILDING.NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG | STEAMERS | TONS                    | TO SAIL                       |
|---------------------------------------------------------------------|----------|-------------------------|-------------------------------|
|                                                                     | "YORCK"  | Capt. H. FORMES, 17,000 | Tuesday, 1st Apr., at 10 A.M. |

SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA

|  |           |                           |                          |
|--|-----------|---------------------------|--------------------------|
|  | "LUETZOW" | Capt. J. BORMEIDT, 12,500 | About Thursday, 3rd Apr. |
|--|-----------|---------------------------|--------------------------|

|                                                                 |           |                          |                                |
|-----------------------------------------------------------------|-----------|--------------------------|--------------------------------|
| MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE | "COBLENZ" | Capt. L. KLUGKIST, 6,750 | Saturday, 19th Apr., at 9 A.M. |
|-----------------------------------------------------------------|-----------|--------------------------|--------------------------------|

|                   |                   |                      |                           |
|-------------------|-------------------|----------------------|---------------------------|
| KOBE and YOKOHAMA | "PRINZ SIGISMUND" | Capt. D. LENZ, 6,000 | About Tuesday, 29th April |
|-------------------|-------------------|----------------------|---------------------------|

|                    |          |                         |                              |
|--------------------|----------|-------------------------|------------------------------|
| KUDAT and SANDAKAN | "BOBNEO" | Capt. F. SMERILL, 5,900 | Tuesday, 1st Apr., at 9 A.M. |
|--------------------|----------|-------------------------|------------------------------|

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telephon.

For Further Particulars apply to NORDDEUTSCHER LLOYD, MELCHERS &amp; Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 27th March, 1913.

BRITISH INDIA S. N. CO., LTD.  
A P C A R LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "ARRATON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched for SHANGHAI and MOJI on 11th April.

S.S. "JELUNGA," 5,205 tons, Captain D. Macfarlane, will be despatched to KOBE &amp; MOJI (YOKOHAMA if sufficient inducement offers) on 16th April.

WESTWARD.

S.S. "GREGORY APCAR," 4,500 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 10th April.

S.S. "DILWARA," 5,375 tons, Captain Ramage, will be despatched as above on 18th April.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON &amp; CO., LTD., AGENTS.

Hongkong, 29th March 1913.

MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. Lambie, Hongkong.

Atlas, admiral's tug, 615 tons, 1,400 h.p., Hongkong.

Brandy, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. E. Prichard, Hongkong.

Bismarck, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darvall, Canton.

Cedrus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Comdr. Hugh P. E. T. Williams, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p., 340 h.p., Master W. Smith, Hongkong.

Olio, British sloop, 1,070 tons, i.h.p., 1,400 h.p., Comdr. Mackenzie, D.S.O., Hongkong.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt.-Comdr. Wilkin, Hongkong.

Flora, 4,300 tons, 9,000 f.d., 12 guns, Capt. Charles F. Corbett, M. V. O., Hongkong.

Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Captain Cuthbert E. Hunter, Hongkong.

Hasty, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Brickendon, Hongkong.

Jarus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Bullen, Whatham, Hongkong.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p., 22,000, Capt. Allen T. Hunt, U.S.I., Weihaiwei.

Kinsha, 510 tons, i.h.p., 1,200, Lt.-Comdr. H. Murray, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. C. Eason, Hongkong.

Minotaur, armoured cruiser (flagship), Vice-Admiral Sir A. L. Windeyer, R.C.B., C.V.O., C.M.G., 14,500 tons, i.h.p., 27,000 f.d., B.S.I., Hongkong.

Memmouth, armoured cruiser, 9,800 tons, i.h.p., 22,000, Capt. B. H. F. Bartlett, M.V.O., Hongkong.

Moorhen, river gunboat, 130 tons, 2 guns, i.h.p., 800, Lieut.-Comdr. Allen Dixon, West River.

Newseller, 2nd class cruiser, 4,800 tons, turbine 22,000 f.d., Captain George P. E. Hunt, B.S.I., Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Malcolm Murray, R.N., Yang-tze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Lieut.-Comdr. Chambers, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt.-Comdr. E. J. G. Mackinnon, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Heestwood-Nash, West River.

Rosario, depot ship for Submarines, 950 tons, i.h.p., 1,400, Lt.-Comdr. N. E. Arkdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. L. A. S. H. Hutton, Hongkong.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.

Tahn, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner W. H. Ryder, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. J. Anstruther, O.M.G., Hongkong.

Tees, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut.-Comdr. Hon. Guy Stopford, Chongking.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. E. N. Cottrell-Dormer, Hankow.

Uist, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Maxwell, Hongkong.

Vanguard, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lieut.-Comdr. Harold D. Adair-Hall, Hongkong.

Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Soyemur, Hongkong.

Waring, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. R. Neville, Hongkong.



## HUGO C. A. FROMM.

## SLEIPNER

THE WELL-KNOWN GERMAN CIGARETTE.

80 Cents

a tin of 25 pieces.

G. PRIEN,

HONGKONG HOTEL.

Hongkong, 31st March, 1918.

[44-1]

## SCHWABINGER BEER.

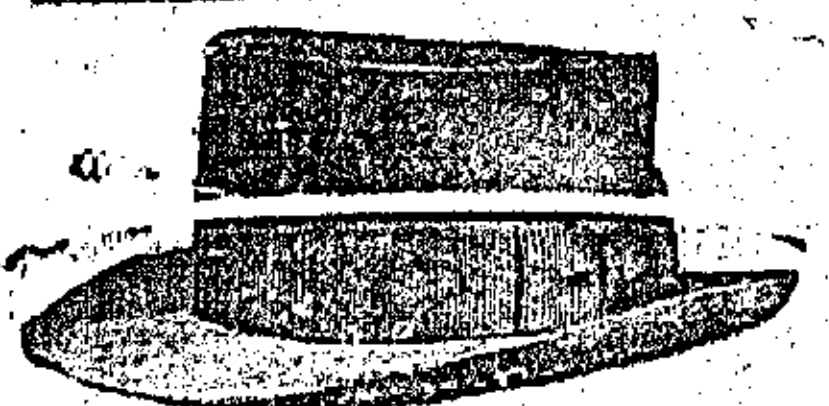
GENUINE MUNICH BEER.

JUST TRY IT  
AT THE

GRAND HOTEL'S BAR!

Hongkong, 31st March, 1918.

[44-4]



## FELT-HATS

of the BERLIN GUBENER  
HUTFABRIK, GUBEN,  
(GERMANY).

NEW SAMPLES may be seen at:

20, DES VŒUX ROAD, 1st Floor.

Hongkong, 31st March, 1918.

[44-20]

## POST OFFICE NOTICE

The *Chusan* is expected to arrive here to-morrow, with the London Mail (via Siberia) of Friday, the 14th inst.The *Luchow*, with the German Mail, left Singapore, on Saturday, the 29th inst., at 7 a.m., and may be expected to arrive here to-morrow, at noon.

| FOR                                                                                                                                                   | PER            | DATE                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------------------|
| Kudat and Sandakan                                                                                                                                    | Borneo         | Tuesday, 1st, 8.00 A.M.    |
| Haitong, Pakhoi and Saigon                                                                                                                            | Mathilde       | Tuesday, 1st, 8.00 A.M.    |
| Fort Bayard                                                                                                                                           | Kwong Chau Wan | Tuesday, 1st, 9.00 A.M.    |
| PHILIPPINE ISLANDS, STRAITS, BURMA, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples                                    |                |                            |
| Saigon                                                                                                                                                | Telemachus     | Tuesday, 1st, 10.00 A.M.   |
| Shanghai, North China and Japan via Kobe                                                                                                              | St. Albans     | Tuesday, 1st, 11.00 A.M.   |
| Philippine Is., Timor, Australia, Tasmania and New Zealand via Port Darwin                                                                            | Sui Tai        | Tuesday, 1st, 1.00 P.M.    |
| Macao                                                                                                                                                 | Tsun           | Tuesday, 1st, 1.15 P.M.    |
| Philippine Islands                                                                                                                                    | Orterio        | Tuesday, 1st, 3.00 P.M.    |
| Amoy and Foochow                                                                                                                                      | Hsiching       | Tuesday, 1st, 3.00 P.M.    |
| Swatow, Amoy, and Formosa via Amoy                                                                                                                    | Southern Maru  | Tuesday, 1st, 5.00 P.M.    |
| Japan via Kobe                                                                                                                                        | Typhoon        | Tuesday, 1st, 5.00 P.M.    |
| Japan via Yokohama                                                                                                                                    | Lansing        | Tuesday, 1st, 5.00 P.M.    |
| Shanghai, North China & Japan via Yokohama (EUROPE via SIBERIA)                                                                                       | China          | Tuesday, 1st, 5.00 P.M.    |
| Straits and Ceylon                                                                                                                                    |                |                            |
| Swatow                                                                                                                                                | Nankin         | Wednesday, 2nd, 9.00 A.M.  |
| Swatow and Siam                                                                                                                                       | Haimun         | Wednesday, 2nd, 10.00 A.M. |
| Haitong                                                                                                                                               | Haidis         | Wednesday, 2nd, 11.00 A.M. |
| Shanghai, North China, Japan via Nagasaki                                                                                                             | Panama Maru    | Wednesday, 2nd, 1.00 P.M.  |
| Victoria and Tacoma                                                                                                                                   | St. Kiang      | Wednesday, 2nd, 1.00 P.M.  |
| Haitong, Pakhoi and Saigon                                                                                                                            | Sui Tai        | Wednesday, 2nd, 1.15 P.M.  |
| Macao                                                                                                                                                 | Luchow         | Wednesday, 2nd, 5.00 P.M.  |
| SHANGHAI, NORTH CHINA and JAPAN via N.G. SAKI (EUROPE via SIBERIA)                                                                                    | Hongkong       | Wednesday, 2nd, 5.00 P.M.  |
| Fort Bayard, Haitong, Pakhoi and Saigon                                                                                                               | Buys Maru      | Thursday, 3rd, 11.00 A.M.  |
| Japan via Moji, Yokohama, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Oronoe                                                              | Kansung        | Friday, 3rd, 1.00 P.M.     |
| Straits and India via Colombo                                                                                                                         | Sui Tai        | Thursday, 3rd, 1.15 P.M.   |
| Macao                                                                                                                                                 | Anhan          | Thursday, 3rd, 3.00 P.M.   |
| Shanghai and North China                                                                                                                              | Haitong        | Friday, 4th, 10.00 A.M.    |
| Swatow, Amoy and Foochow                                                                                                                              | Hsiching       | Saturday, 5th, 11.00 A.M.  |
| Sandakan                                                                                                                                              | Hsiching       | Saturday, 5th, 1.00 P.M.   |
| Philippine Islands                                                                                                                                    | Yensung        | Saturday, 5th, 3.00 P.M.   |
| Swatow, Amoy and Foochow                                                                                                                              | Yensung        | Saturday, 5th, 3.00 P.M.   |
| Straits and Rangoon                                                                                                                                   | Yensung        | Saturday, 5th, 3.00 P.M.   |
| Tientsin                                                                                                                                              | Yensung        | Saturday, 5th, 3.00 P.M.   |
| SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES, and SOUTH AMERICA via S.F. FRANCISCO (EUROPE via SIBERIA)                 |                |                            |
| Shanghai and North China                                                                                                                              | Chusan         | Saturday, 5th, 5.00 P.M.   |
| Shanghai and North China                                                                                                                              | Hsiching       | Saturday, 5th, 5.00 P.M.   |
| Swatow                                                                                                                                                | Hsiching       | Sunday, 6th, 9.00 A.M.     |
| Sandakan                                                                                                                                              | Namsang        | Monday, 7th, 11.00 A.M.    |
| Philippine Islands                                                                                                                                    | Rafiro         | Monday, 7th, 3.00 P.M.     |
| Swatow, Amoy and Foochow                                                                                                                              | Hsiching       | Tuesday, 8th, 10.00 A.M.   |
| Straits and Rangoon                                                                                                                                   | Hsiching       | Tuesday, 8th, 11.00 A.M.   |
| Tientsin                                                                                                                                              | Hsiching       | Tuesday, 8th, 11.00 A.M.   |
| SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to NOON Extra postage 10 cents) |                |                            |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)                                       | Atlantic       | Tuesday, 8th, 11.00 A.M.   |
| STRAITS, BURMA, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to NOON Extra postage 10 cents)  |                |                            |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)                                       | Assays         | Tuesday, 8th, 11.00 A.M.   |
| The Parcel mail will be closed on Friday, the 11th April 5 p.m.                                                                                       |                |                            |

## COMMERCIAL.

## CLOSING QUOTATIONS.

March 31st

|                                   |            |
|-----------------------------------|------------|
| ON LONDON                         |            |
| Telegraphic Transfer              | 111 1/2    |
| Bank Bills, on demand             | 111 1/2    |
| Bank Bills, at 30 days' sight     | 111 1/2    |
| Bank Bills, at 4 months' sight    | 111 1/2    |
| Credits, at 1 month's sight       | 2          |
| Documentary Bills 4 months' sight | 2 1/2      |
| ON PARIS                          |            |
| Bank Bills, on demand             | 247 1/2    |
| Credits, at 4 months' sight       | 252 1/2    |
| ON GERMANY                        |            |
| On demand                         | 200 1/2    |
| ON NEW YORK                       |            |
| Bank Bills, on demand             | 47 1/2     |
| Credits, at 60 days' sight        | 48 1/2     |
| ON BOMBAY                         |            |
| Telegraphic Transfer              | 146 1/2    |
| Bank, on demand                   | 146 1/2    |
| ON CALCUTTA                       |            |
| Telegraphic Transfer              | 146 1/2    |
| Bank, on demand                   | 146 1/2    |
| ON SHANGHAI                       |            |
| Bank, at sight                    | 73 1/2     |
| Private, 30 days' sight           | 74 1/2     |
| ON YOKOHAMA                       |            |
| On demand                         | 96         |
| ON KANBATA                        |            |
| On demand                         | 83 1/2     |
| ON SINGAPORE                      |            |
| On demand                         | 118        |
| ON BATAVIA                        |            |
| On demand                         | 1 1/2 p.m. |
| ON HONGKONG                       |            |
| On demand                         | 79 1/2     |
| ON HONGKONG                       |            |
| On demand                         | 79 1/2     |
| GOVERNMENTS, Bank's Buying Rate   | \$53.10    |
| GOLD LEAF, 100 fine, per toad     | \$53.10    |
| SILVER, per oz.                   | 26 1/2     |

## SUBSIDIARY COINS.

|          |                 |                 |
|----------|-----------------|-----------------|
| Chinese  | 20 cents pieces | \$7.60 discount |
| Chinese  | 10 "            | \$7.75 "        |
| Hongkong | 20 "            | \$7.80 "        |
| Hongkong | 10 "            | \$7.70 "        |

## MAILS VIA SIBERIA.

|        |             |             |
|--------|-------------|-------------|
| London | March 18th. | One         |
| Paris  | March 19th. | March 29th. |
|        |             | April 4th.  |

## TO-NIGHT

9 P.M.—New Bandmann Opera Co. at the Theatre Royal—"The Pink Lady."

9.15 P.M.—Bijou Theatre.

## FORTHCOMING EVENTS.

Thursday, 3rd April.—11.30 A.M.—The China Borneo Co., Ltd., Meeting of Shareholders.

Monday, 7th April.—3 P.M.—Auction of Two Lots of Crown Land on the Ridge East of Happy Valley, by Public Works Dept.

Wednesday, 16th April.—Noon—Union Insurance Society of Canton, Ltd., Meeting of Shareholders.  
12.15 P.M.—China Traders' Insurance Co., Ltd., Meeting of Shareholders.

## SHARE LIST.—QUOTATIONS.

HONGKONG, 31st March, 1918.

| STOCKS.                                                          | NO. OF SHARES. | VALU.    | PR. | CLOSING QUOTATIONS. | RETURN ON BASIS OF LAST DIVD. |
|------------------------------------------------------------------|----------------|----------|-----|---------------------|-------------------------------|
| HONGKONG & SHANGHAI BANKING CORP., LTD.                          | 120,000        | \$125    | all | \$805, buyers       | 5 p.c.                        |
| China Borneo Company, Limited                                    | 60,000         | \$12     | all | \$14, buyers        | 10 p.c.                       |
| China Light and Power Company, Ltd.                              | 50,000         | \$5      | all | \$3                 |                               |
| China Provident Loan & Mortgage Co., Ltd.                        | 200,000        | \$10     | all | \$82                | 7 1/2 p.c.                    |
| CORROD MILLS                                                     | 20,000         | Tls. 50  | all | Tls. 145            |                               |
| Ewo Cotton Spinning & Weaving Co., Ltd.                          | 125,000        | \$10     | all | \$104               |                               |
| Hongkong Cotton Spinning Co., Ltd.                               | 125,000        | \$10     | all | \$104               |                               |
| Dairy Farm Company, Limited                                      | 40,000         | \$7 1/2  | all | \$25, buyers        | 6 p.c.                        |
| DOCK AND WHARVES                                                 |                |          |     |                     |                               |
| Hongkong & Wharves Wharf & G. Co., Ltd.                          | 50,000         | \$50     | all | \$75, sal. & buy.   | 6 p.c.                        |
| Hongkong & Wharves Dock Co., Ltd.                                | 50,000         | \$50     | all | \$67 1/2, buyers    | 5 p.c.                        |
| New Amoy Dock Co., Limited                                       | 10,000         | \$20     | all | \$7 1/2             | 7 p.c.                        |
| Shui Dock and Engineering Co., Ltd.                              | 55,700         | Tls. 100 | all | Tls. 62, buyers     |                               |
| Shui and Hongkong Wharf Co., Ltd.                                | 36,000         | Tls. 100 | all | Tls. 107            |                               |
| Green Island Cement Co., Limited                                 | 400,000        | \$10     | all | \$4.21, buyers      | 5 1/2 p.c.                    |
| Hongkong Electric Co., Limited                                   | 60,000         | \$10     | all | \$32, sales         |                               |
| Hongkong Hotel Company, Limited                                  | 8,000          | \$50     | all | \$115, buyers       | 5 1/2 p.c.                    |
| Manila Metropolitan Hotel Limited                                | 15,000         | P. 10    | all | P. 3                |                               |
| Hongkong Ice Company, Limited                                    | 5,000          | \$25     | all | \$180, sellers      | 6 p.c.                        |
| Hongkong Ice Manufacturing Co., Ltd.                             | 60,000         | \$10     | all | \$19, buyers        | 10 p.c.                       |
| Hongkong & South China Steam Navigation Co., Ltd.                | 15,000         | \$10     | all | \$2, sellers        |                               |
| Hongkong Steam Laundry Co., Ltd.                                 | 15,000         | \$10     | all | \$10                |                               |
| Hongkong Tramway Co., Ltd.                                       | 325,000        | 1/2      | all | 6/6, buyers         |                               |
| INSURANCES                                                       |                |          |     |                     |                               |
| Canton Insurance Office Co., Limited                             | 10,000         | \$250    | all | \$285               | 7 p.c.                        |
| China Fire Insurance Co., Limited                                | 20,000         | \$100    | all | \$147 1/2, buyers   | 6 p.c.                        |
| Hongkong Fire Insurance Co., Ltd.                                | 8,000          | \$250    | all | \$356               | 7 p.c.                        |
| North-China Insurance Co., Limited                               | 10,000         | \$25     | all | Tls. 135, buyers    | 6 p.c.                        |
| Union Insurance Society, Limited                                 | 12,400         | \$25     | all | \$845, sales        |                               |
| Yongtze Insurance Association, Ltd.                              | 12,000         | \$100    | all | \$200, buyers @     |                               |
| LANDS AND BUILDINGS                                              |                |          |     |                     |                               |
| Shanghai Land Reclamation Co., Ltd.                              | 5,000          | \$10     | all | \$105, buyers       | 7 p.c.                        |
| Hongkong Land Reclamation Co., Ltd.                              | 25,000         | \$100    | all | \$200               |                               |
| Hongkong & Wharves Wharf & G. Co., Ltd.                          | 100,000        | \$10     | all | \$8 1/2, sales      | 6 p.c.                        |
| Kowloon Land and Building Co., Ltd.                              | 6,000          | \$5      | all | \$35, buyers        | 8 p.c.                        |
| Shanghai Land Investment Co., Ltd.                               | 70,000         | Tls. 5   | all | Tls. 89             |                               |
| West Point Building Co., Limited                                 | 1,250          | 65       | all | \$56 1/2, buyers    | 7 1/2 p.c.                    |
| Maatschappij tot Exploitatie van Landbouw exploitatie in Langkat | 25,000         | Gld. 10  | all | Tls. 68 1/2, sales  |                               |
| MINING                                                           |                |          |     |                     |                               |
| Chinese Engineering and M. Co., Ltd.                             | 1,000,000      | \$1      | all | \$2 1/2             |                               |
| Heavord Tin and Rubber Estate, Ltd.                              | 825,000        | 2 1/2    | all | 4 1/2, buyers       |                               |
| Kamb Australian Gold Mining Co., Ltd.                            | 25,000         | \$1      | all | \$3.90, sellers     |                               |
| Trench Mines, Limited                                            | 160,000        | \$1      | all | \$7 1/2, x. div.    |                               |
| Peak Tramway Co., Limited                                        | 100,000        | \$1      | all | \$1 1/2             |                               |
| Philippine Co., Limited                                          | 100,000        | \$1      | all | \$1, buyers         |                               |
| Pulpes et Papeteries du Tonkin Societe des                       | 13,200         | \$50     | all | \$25, sellers       |                               |
| RAFFINERIES                                                      |                |          |     |                     |                               |
| China Sugar Refining Co., Limited                                | 20,000         | \$10     | all | \$105, buyers       | 5 p.c.                        |
| Luzon Sugar Refining Co., Limited                                | 7,000          | \$10     | all | \$38, buyers        |                               |
| STEAMSHIP COMPANIES                                              |                |          |     |                     |                               |
| China and Manila Steamship Co., Ltd.                             | 33,000         | \$2      | all | \$9 1/2, buyers     | 4 1/2 p.c.                    |
| Douglas Steamship Co., Limited                                   | 20,000         | \$5      | all | \$37, sales         | 7 1/2 p.c.                    |
| H. K. & Canton & Amoy S.S. Co., Ltd.                             | 8,000          | \$1      | all | \$27 1/2            |                               |
| Indo-China Steam Navigation Co., Ltd.                            | 60,000         | \$2      | all | \$97, 1/2 do.       |                               |
| Shanghai Transport & Trading Co., Ltd.                           | 2,500,000      | \$1      | all | 118 1/2, sales      | 4 1/2 p.c.                    |
| Star Ferry Company, Limited                                      | 5,000          | \$1      | all | \$40, sales         |                               |
| South China Morning Post, Limited                                | 6,000          | \$5      | all | \$22                |                               |
| Steam Laundry Company, Limited                                   | 20,000         | \$5      | all | \$4                 |                               |
| STONES AND DISPENSARIES                                          |                |          |     |                     |                               |
| Campbell, Moore & Co., Limited                                   | 1,200          | \$1      | all | \$25                |                               |
| Gande, Price & Co., Ltd.                                         | 50,000         | \$1      | all | \$5                 |                               |
| Powell, Wm. Limited                                              | 15,000         | \$1      | all | \$4, buyers         | 4 1/2 p.c.                    |
| Watkins, Limited                                                 | 10,000         | \$1      | all | \$3, buyers         |                               |
| Watson & Co., A. S. Limited                                      | 90,000         | \$1      | all | \$6.50, buyers      |                               |
| Weismann, Limited                                                | 3,000          | \$1      | all | \$18, buyers        | 8 p.c.                        |
| United Asbestos Oriental Agency, Ltd.                            | 9,300          | \$1      | all | \$4                 |                               |
| Union Waterboat Co., Limited                                     | 100,000        | \$1      | all | \$17 1/2, sellers   | 7 1/2 p.c.                    |

Para Rubber in London ... 3/9 1/2 per lb.

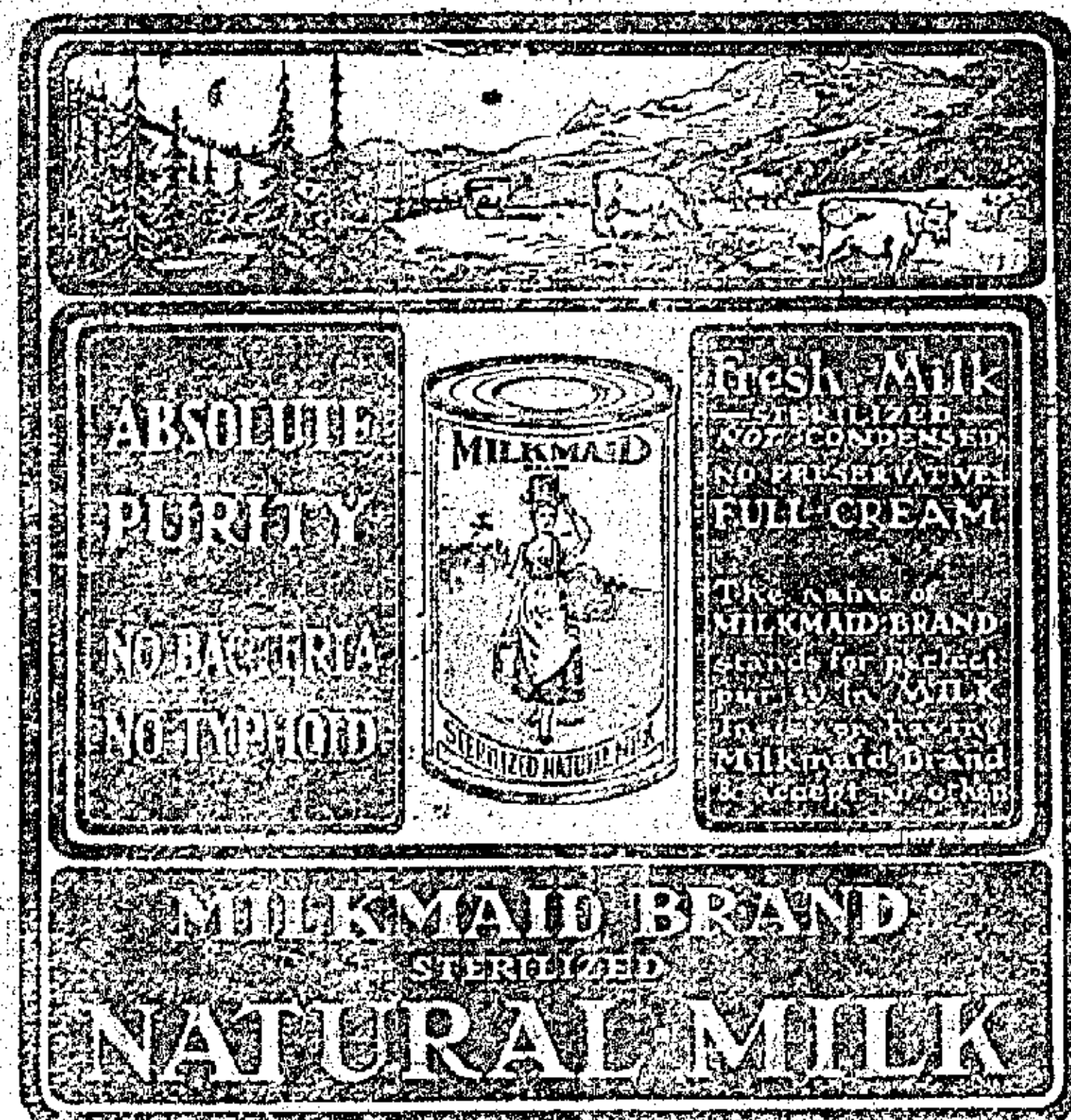
Loans. Amount. Value. Interest. Quotation.

Chinese Imperial 1886 Tls. 767,200 Tls. 250 7 1/2 p. annum Par.

VERNON &amp; SYMTH, Share Brokers

SMOKED EVERYWHERE BY  
(NEARLY) EVERYBODY.

No. 1. Equestrians.

"THE MIXTURE OF  
MATCHLESS MERIT."GARRICK  
MIXTUREBRITISH AMERICAN TOBACCO Co. Ltd.,  
Hong Kong, will forward testing samples post  
free to applicants mentioning this paper.Lambert & Butler,  
England.

**"Ting George"**  
SCOTCH WHISKY

TRY IT

THE TOP NOTCH OF SCOTCH.  
THE DISTILLERS COMPANY, LIMITED.

SOLE AGENTS—  
**GANDE, PRICE & CO., LTD.,**  
WINE MERCHANTS,  
6, QUEEN'S ROAD CENTRAL,  
HONGKONG.

Telephone No. 135.

ON SALE.  
HONGKONG HANSARD REPORTS  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Session 1911.  
REVISED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE,  
Hongkong, 5th March, 1911.

PRINTING

Nothing creates such a good impression in  
business as the use of First Class Printing.  
The difference in cost between good and less  
printing and material is generally nil

THE HONGKONG "DAILY PRESS"  
PRINTING WORKS

turn the Best Printing at Reasonable Price

Printed and Published by BERTHAM A. HAIN for the Concerned at 10A, Des Vœux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street E.C.